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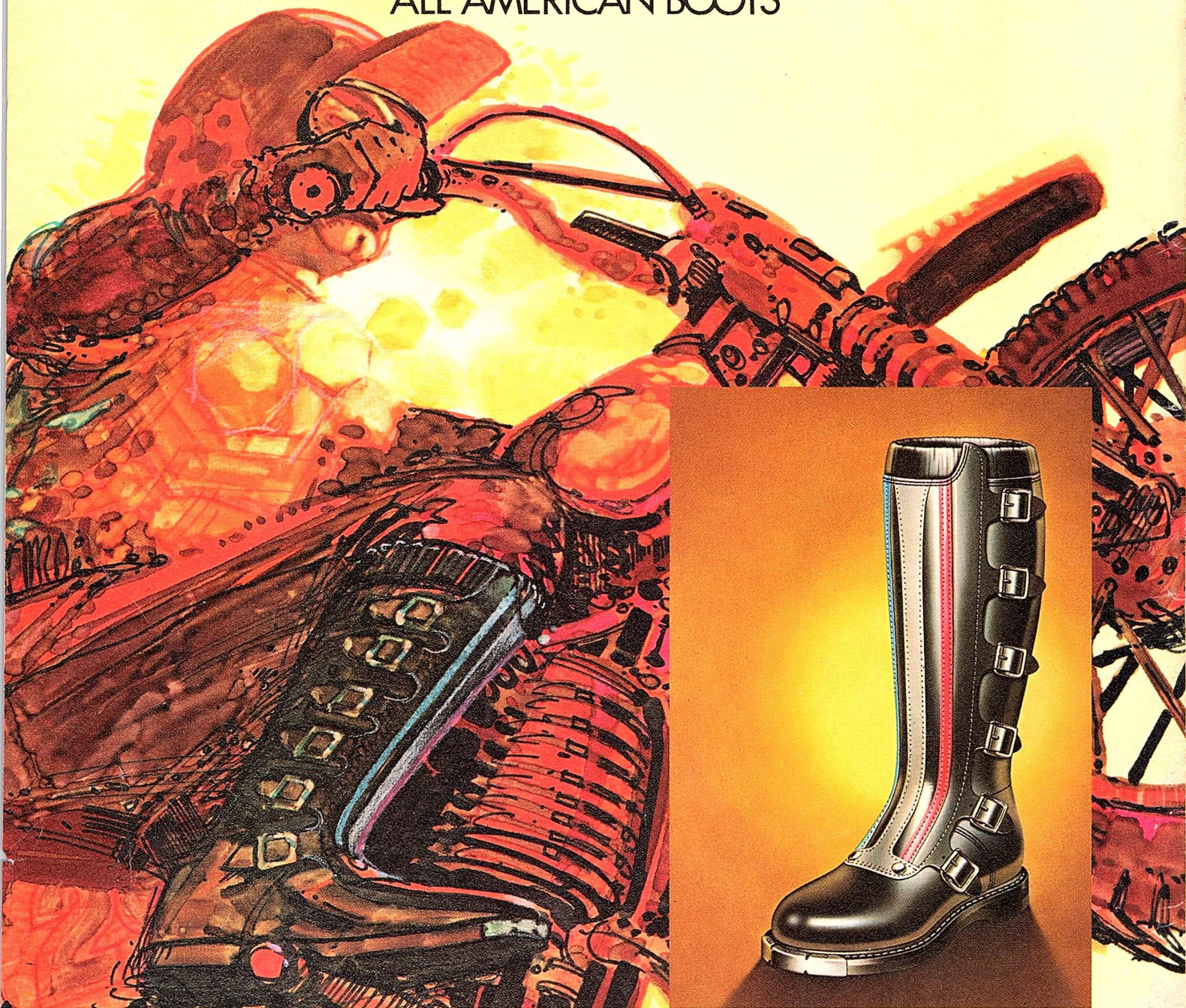
**WHAT IT'S
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MAICO**

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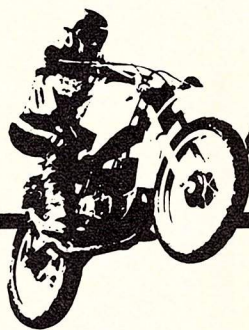
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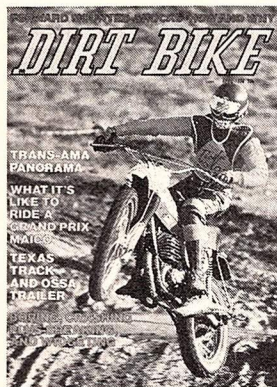
VOLUME FOUR
NUMBER FOUR
APRIL 1974



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ON THE COVER: Billy Payne, the hero of Saltillo, gets high on the G.P. Maico.
Data: Sears 35mm SLR; 135mm Distaroka-exagon; Catatonic-X; f/64; three days.

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NEXT ISSUE ON SALE APRIL 11

APRIL 1974

CONTENTS

SPECIAL SPECIAL

- 36 THE ADOLF WEIL SEA-TO-SHINING-SEA MEMORIAL TROPHY DASH
Only Jimmy Weinert was immune to the Weilness

TEST SPECIAL

- 81 OSSA 175 SDR
A Spanish 175cc ISDT Passing Resemblance

COMPETITION SPECIAL

- 33 TEXAS' LAKE WHITNEY CYCLE RANCH
Bib overalls and chest protectors

TECH SPECIALS

- 23 FORWARD MOUNTED SHOCKS
Frontiers of mo'sickle science
66 CYLINDER BORING SECRETS
My piston ate the whole thing

SPECIAL FEATURES

- 50 NAME THAT WIDGET!
Rondo's April foolery
57 CRASH AND BURN SPECTACULAR
Reader's foolery
60 WHAT IT'S LIKE TO RIDE A G.P. MAICO
Maico not-so-foolery
71 BOOM! CRASH! TINKLE!
Part two of When You Break: not very funny at all

NOT VERY SPECIAL DEPARTMENTS

- 5 FROM THE SADDLE
Frightening!
9 CHETPOINT
Unworldly!
11 RIDERS WRITE
Critically!
16 BITS AND PIECES
Strange!
16 ASK THE EXPERT
Imploringly!
77 NEW PRODUCTS
Productively!

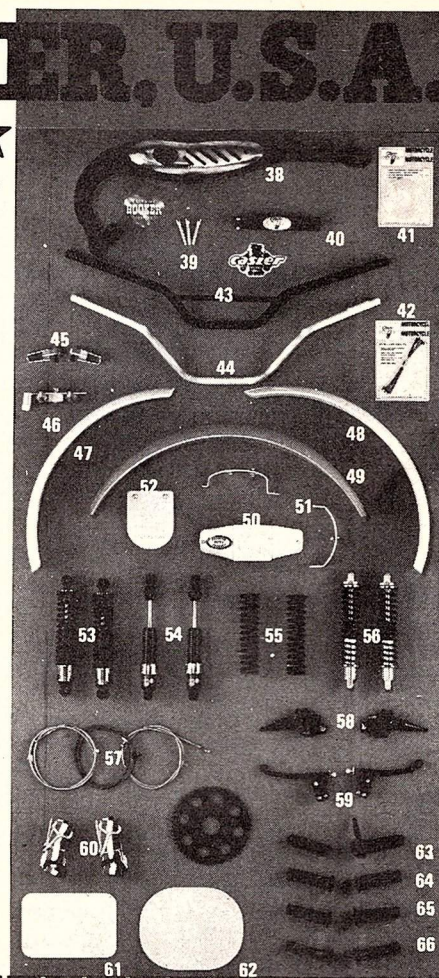
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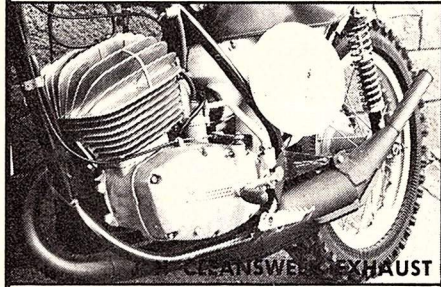
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came me and I bolted from the garage. Inside the noises continued; stranger and louder than ever. What had happened to Old Faithful? What demonic forces had transformed a reliable 250 into a blithering ogre?

I called a doctor friend of mine who was a desert rider. He grumpily answered the phone and swore at me. Shaking, I explained what was happening in the garage. He listened for a while, then asked me what I was smoking. "Nothing," I protested strongly, "you know that dirt bikers do not smoke the killer weed." "True," he muttered. "Tell you what. Take two six-packs of beer and try to get some sleep. I'll come by first thing in the morning." I took the prescribed medication and eventually slumped off to an uneasy and fitful sleep.

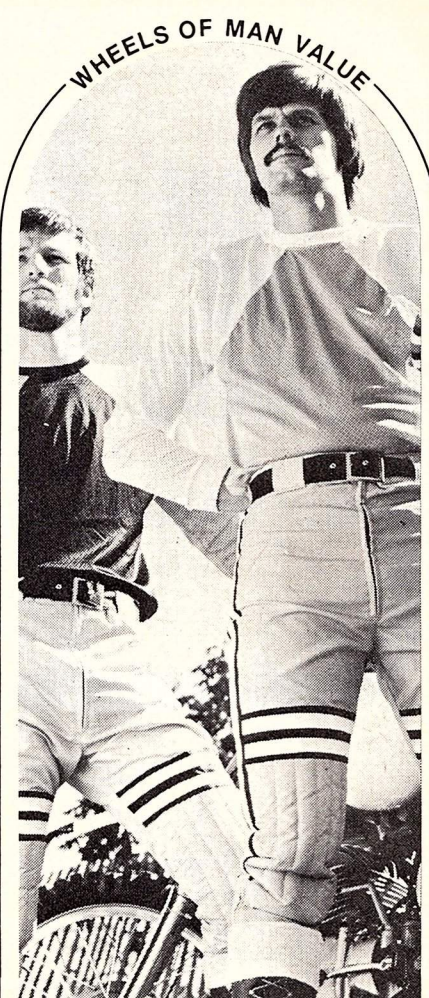
A knocking at the door in the cold gray light of the morning brought me awake. Was what happened last night real? Or was it a bizarre nightmare? I looked at the 12 crumpled beer cans surrounding me and knew that it had not been a dream.

It was my friend the doctor — and someone with him. I could tell from the expensively cut suit the stranger wore that he was a man of substance. The diamond stickpin yelled "class." The Moroccan toolbox in his right hand told me that before me stood a master motorcycle mechanic. He removed the monocle from his right eye, and with a slightly Teutonic accent introduced himself: "Hello. I am Heinrich Kondensor from Yamaha of Muscle Beach. You may shake my hand."

I did gratefully. He gave a curt bow.

My friend the doctor spoke in low tones, "At first, I thought you were drunk, but after listening to your story, I remembered what had happened to an associate of mine in India during the last war. We laughed at him and his story about his BMW, until one day the bike endoed and killed him — and the bike sat there and laughed. It actually laughed. Since that day, I have done a great deal of research into the subject of Dirt Bike Demonology and have learned a great many strange things. You see, I suspect that your bike is possessed."

I tried to speak, but he held up



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GET IT ON!

AMAZING STATISTICS

Did you realize that the average issue of DIRT BIKE Magazine contains well over several pages? Sometimes there's even more. Didn't stop to consider that, did you?

Do you realize what you get inside that issue? Why, there's photos:

- * many full-color action photos, not counting ads (some of which are very good, you know);
- * dozens of nifty black and white shots of people and bikes doing all kinds of things;
- * lots of interesting technical shots (at least they are when you need to know the subject); and
- * a minimum of one wallet-sized shot of the Hunky, usually almost smiling from the saddle of an ancient CZ.

Not only that, but you get the cover shot twice (admittedly its second appearance is a small black and white thing on the Contents page, but that works very handily for cutting it out of your friend's magazine to carry around in your pocket so you won't forget to buy the right mag on the newsstand).

Back to what you get inside the typical issue of DIRT BIKE. There's also lots of words, about 75,000 of them. Again, that doesn't count ads and you've got to admit that some ads have words in them. But what's important, is how the words are arranged. In DIRT BIKE, that means:

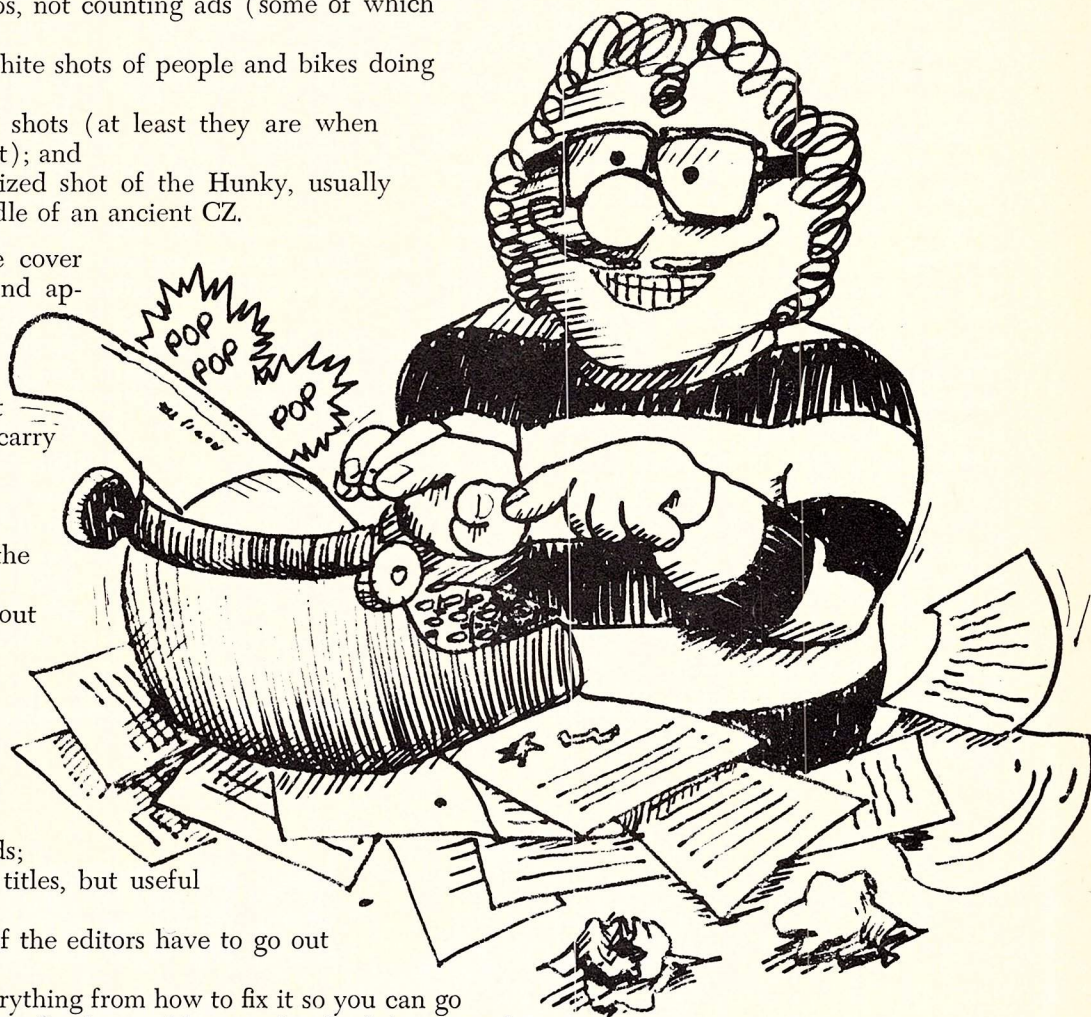
- * bike tests, with honest words;
- * tech articles (with strange titles, but useful information);
- * competition reports (even if the editors have to go out and do it themselves); and
- * how to articles covering everything from how to fix it so you can go riding, how to ride it after you fixed it, and how to do all of the above better.

Convinced that you ought to buy a subscription yet? No, then think about what'll happen if you miss an issue. You might miss out on reading stuff that could be planned for those pages, things like:

- * DIRT BIKE's Project Van (where we install a trash dumpster on the back of the GYDBT);
- * the International GP Motocross circuit (a pictorial covering all the porta-cans at the tracks in Europe); or
- * the tech article where we cut and weld the frame of a DIRT BIKE editor, to advance him from Intermediate to Expert class.

Okay, now you're convinced. Fill out the coupon. Send in the money. Receive your mail. Find happiness.

(These statistics were compiled by your basic subscription seekers, who remind you to subscribe to the fastest magazine on the market: DIRT BIKE, the one with the titanium staples.)



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his hand.

"Let me continue," he intoned, "and don't interrupt. There have been many strange and unexplained circumstances that have caused me to investigate this phenomenon. Can you tell me why a bike will always start on the first kick, until the start of a race? Can you explain that away, my friend? Can you fathom me why a bike will constantly break for you until the day you sell it, and the new owner will never need so much as a fresh plug? Can you explain why heat shields will burn some — and not others? No, you cannot!" he shouted.

I recoiled. He continued, "This man I brought with me is not only a master bike mechanic, but an MX Exorcist as well. His services will not come cheap, but he has saved many machines from a fate worse than seizing. Remember that old Puch I had some years back that used to seize steering head bearings every time I took it on an enduro? Did that not strike you as strange?"

I admitted that it did seem strange to spend \$186.53 on steer-

ing head bearings every four months or so.

"This man here," he continued, "cured that bike. And he can possibly save yours. Anyway, it's worth a try. Whaddaya say, big fella?"

Determination burned in my eyes and my mouth became a grim line. "To the garage," I said savagely. Mister Kondensor nodded and handed me a slip of paper. "Sign this," said he.

It was an estimate — with the numbers left out. I gulped and signed it.

Side by side, we made our way to the garage. Hair bristled on the back of my neck and great doubts filled me.

As we neared the back door, a voice rang out from within: "Kondennnnsssssooooooorrrr!!!! Aha. It is you."

He kicked the door open and burst into the garage. There was the bike, three feet in the air and idling. "What is happening?" I asked.

"Simple," snapped Kondensor, "your bike is possessed by all the bumper things that have ever been

built into bikes — all at once. Look there. See that swingarm? It's exactly the same length and shape as a BSA Victor swingarm."

"Good Lord." I involuntarily shuddered.

"And look there," he went on, "the fork seals are leaking just like those on Bultacos and CZs. The right fork has turned into a Bul seal and the left leg a CZ seal. The puddle underneath it is, of course, British. I'm not sure of the brand, but I think it's very close to a Matchless. Over there — see that blue spark dancing on your handlebars??? Your entire electrical system has turned into a Lucas at random. And that misshapen bulge on your tank — I think — is a combination of a Honda 450 Scrambler and Bridgestone Hurricane Scrambler.

Even worse. Look down there, near the bottom of the engine. The footpegs — both of them — are both Greeves now, with the stupid ring on both sides. And you have two (count 'em two) kickstarters, one on each side. The left side is a Bultaco and the right is a Montesa.

Cont'd. on page 101



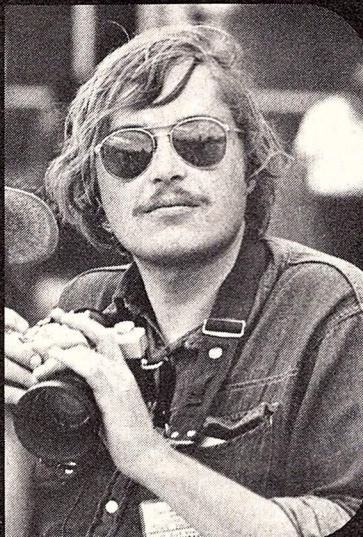
RIGHT FIRST TIME

April 1973 and Jim Pomeroy took his Bultaco Pursang to the start line of the Spanish Grand Prix...his first-ever effort in the World Championship Series. Forty-five minutes later the young American took the checkered flag against the very best 250cc class riders in the world. First American ever to win a Grand Prix, first American ever to lead the World Championship table and first rider to ever win a Grand Prix race at his first attempt. Right first time, indeed!

BULTACO

CHECKPOINT

by
CHET HEYBERGER



DOWNFURLOW'S INFERNO

It happened one day when I was trail riding. I was totally, completely, unquestionably lost. So lost that I hadn't the faintest idea of how to get back. I couldn't even begin to decide how I had gotten there. I had crashed through brush that had sprung back to conceal my passage so many times that any directional instinct left in my head had been beaten out by all those saplings.

Looking for the sun did no good. It had been an overcast day during its brightest moments and now the sun was disappearing for the night. I knew that there wasn't going to be any moon either. The dumb headlight stuck between the fork tubes was only there to get me by inspections. There weren't any wires coming out of it anyhow.

Everyone else was probably back on the trailer, laughing, joking, drinking, waiting for me, and making up stories about what had happened to me.

So I stopped the motor, sat, and listened. I hoped that they'd be yelling and all.

All I heard was regular nighttime-in-the-woods sounds.

I could actually see it getting darker.

Then I thought I heard a bike. I shouted, started mine up, blipped it a couple of times to show that I was there — and to scare away anything that might be in the woods. Yeah. Right over there, behind

those trees. In that dark spot.

I squared off into the direction I thought the bike noise had come from. Yes, I was going a little fast. After all, they were right over there, and I didn't want them to think I couldn't ride in a little bit of dark. My mind was already running over a story to tell them as soon as I got there. You know, some good reason for being late and all.

That's when I drove off the embankment.

Now I was really in trouble. Down there at the bottom of this gully, it was really dark. I was hurting and I couldn't even find my motorcycle.

That did it. Because once the noise of the crash stopped bouncing around in that dark hollow, there was nothing but those woods sounds. Things snapping branches. Eyes looking at me out of shadows. Hooting and hollering.

Just then the sun broke through the clouds. It was one last time and I knew it. To hell with the motorcycle. I'm getting out of here. I'll borrow a pickup and come back for it tomorrow.

I started climbing toward the sun. But it stopped peeking over that little mountain and went away. Forever.

I kept on climbing. Damn. This hill didn't look that big a couple of minutes ago. It got darker. I was going two steps backward for every three forward. And I was sweating



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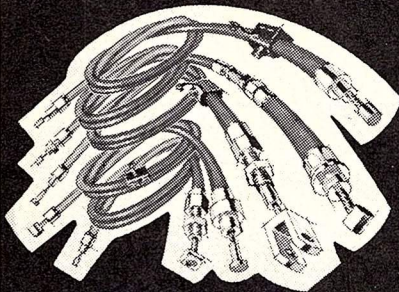
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with the climb, but freezing every time I stopped to get my breath.

The noises started every time I stopped, too.

I was remembering stories we used to tell each other around campfires. Those stories about boy scouts that were never found again. Stories about a lion that had gotten loose from a circus last summer. It was supposedly eating a lot of dogs and things around here. Hey, isn't the name of this place the "Six Lost Boys Woods"? Yep. And this whole end of the state was known as "The Barrens." Oh goodie! Of course there were wolves here. They offer a bounty on them every fall.

What's that noise?

My God! There's someone — no, something following me! If I'm quiet, it'll forget me and go away. Right? I hope so. There it is! No, that's just some tree stump. That's it over there. It's a raccoon. Isn't it? No, it's... It looks like a leopard! A freaking leopard! It can't be. This can't be happening.

I went completely sideways. I red-lined. Bananas! It was over with. I knew it.

I was about to turn around and

Cont'd. on page 93

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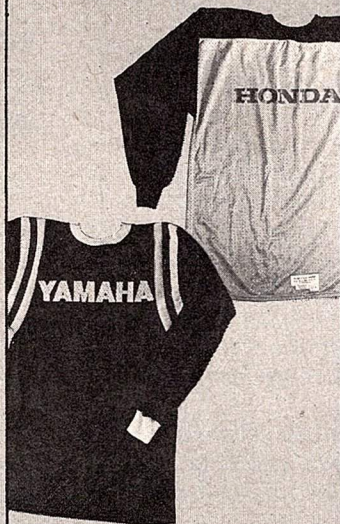
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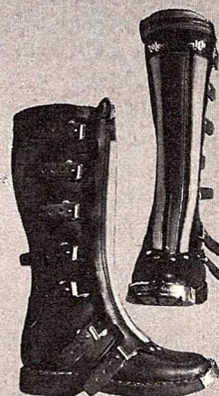
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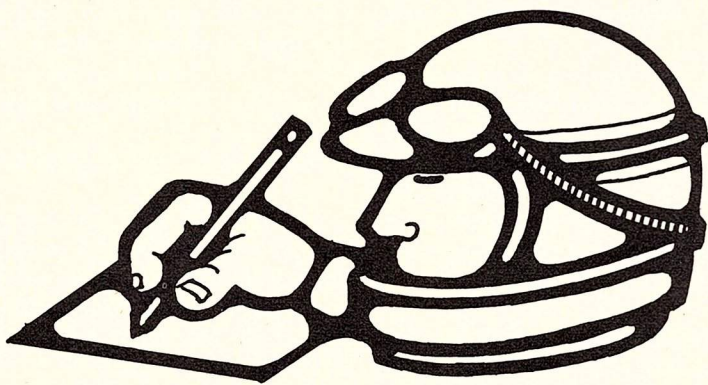
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RIDERS WRITE

CAUGHT AGAIN!

All right, you guys. You really did it this time. Who gave you permission to print my Uncle Elmer's picture in the January issue in the Hungry Creek story?

Philip Kubeck
El Centro, California

WHATEVER HAPPENED TO ... HOW DO YOU SAY HIS NAME?

What happened to Pete Szilagyi and all the members of the staff?

N. Duro
New Rochelle, New York

We all go through changes, right? Pete did and figured he could get his head straight in Texas. So he's doing the free-lance writer bit in Austin. You'll see his stuff right here, in our illegitimate offspring MOTOCROSS ACTION, in Cycle News Central, and some others.

Dave went to Dirt Rider and is doing his thing there. Check it out.

And for better or for worse, Super's still here.

For the last few months, there have been some incredible changes at DIRT BIKE. And some sly allusions. Like the reference to Clark Kent. And the fact that the secretary's name is Lois Lane (thought you'd get away with that, didn't you?). But the worst thing of all is letting Honda buy the magazine's pages. I'm not referring to your Elsinore test; that's excusable. Or to the pull-out, unfold,

tack-on-the-wall ad. I mean pages 91-106. They bought them and kept them! All I can say is watch out for Honda. Remember what happened to Gary Jones.

Tom Gennings
Puzzled Purveyor
of Dirt (Bike)
Thermopolis, Wyoming

Very perceptive, Gennings. You're right. Honda caused the missing page numbers. Incidentally, Heyberger is willing to take credit for all slyness in these pages.

UNTITLED MANUSCRIPT

She walked up the trail towards Johnny. He looked at her and smiled. He always liked the way she looked. He really cared about her. And she cared enough about him to help him buy his shiny Elsinore.

"Johnny, I have to talk to you," she breathed huskily. "Can't it wait," he said. "That's the problem, Johnny. Ever since you got that bike, I haven't seen you for more than an hour a day. Either that bike goes or I do. That's final."

He gulped. He knew it had been coming, but at least he was now mature enough to know that love requires sacrifices. He showered her in a barrage of dirt as he took off for a couple of laps before dark.

NIKON RULES!

After getting the inside dope on your February cover, I was pleased to see that Heyberger is getting

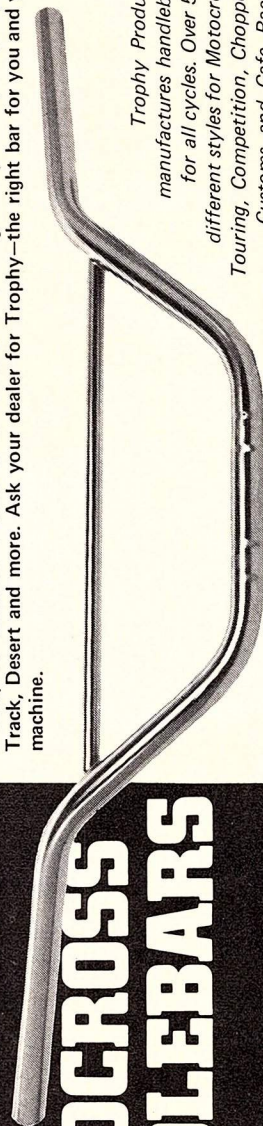
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Ron Domreis
Avenging Aardvark M.C.
Portland, Oregon

THE YANG AND YIN OF THE YZ TEST

I just finished reading your Yamaha YZ 125 test. I cannot believe half the trash you said about the YZ. Both the MX and the YZ are made for 130- and 140-pound riders — not for 250-pounders. I do agree with you about the

handling, though.

Mike Portela
Central Islip, New York

Would you deny a heavyweight the pursuit of happiness aboard a 125 Yamaha? No discrimination is allowed in this country; not for race, religion, sex or obesity. Besides, at this very moment, the average weight of staffers here is a mere 176.

After reading your article on the 125 Yamaha MX and YZ, I was baffled. How can the 125 YZ be

so bad when other magazines report that the 250 YZ is so good? Could you clear this up and tell me what you think of the 250YZ?

Mike Lynch
Seal Beach, California

Soon, Mike, soon. (Maybe.)

I have a 125 YZ that eats pistons like it was starving. I've put two in during the last two weeks. Do you think I've been pushing it too hard before it gets a chance to break in?

Craig Gille
Livermore, California

Yes.

Only one thing can be said about your comparison of the Yamaha 125 MX and YZ: It stinks! I have never read such a biased article.

Martin Mercy
Rapid City, South Dakota

Perhaps you missed our ISDT article.

THE ISDT — REVISITED

Your ISDT article smacks of negativism. What's new about cheating? I don't think enough was said about Al Eames and NETRA for the job they did. Nothing was said about the friendliness of the locals who opened their doors to all those cyclists. And the spectators were well behaved and showed good trial savvy.

Roger Epp
Rego Park, New York

We made several mistakes in our report. One was assuming that everyone would know how much the ISDT owed to NETRA and to Al Eames.

The ISDT article seemed to be the combined efforts of a bunch of smart-assed Westerners, reflecting the superiority of California in all things pertaining to two wheels. Can you imagine what a mess the Six Days would have been if you simple wild-asses from the Golden State had run the thing? Who would have been left to do the work?

Instead of insulting the simple, hard-working people of Dalton who failed to give you instant breakfast service in their tiny restaurants, why not be kind and say

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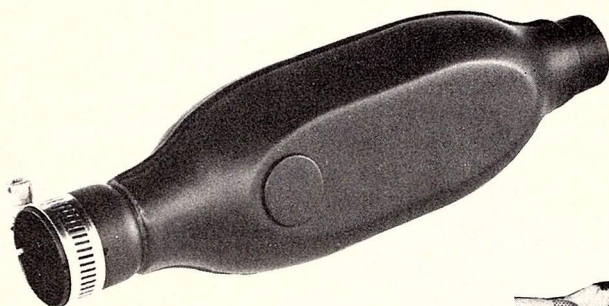
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nice things, or just shut your big mouths? Why not pick on those two honest politicians from California — Reagan and Nixon?

Jack Mercer

New Canaan, Connecticut

We do pick on Nixon et al, thank you. And at least we didn't call the people of Dalton "simple."

Who gives a damn about that dodo from Mauritius anyway; Instead of reporting what he did in the Hilton, you should have said more about what our great boys in the ISDT did.

Ed Berkquist

Burlington, New Hampshire

You're right. We should have said more about the riders. At least they were enjoying themselves.

. . . After reading the entire article, I have decided that it and its writers are full of BULLSHIT! You have taken the premier competition event of motorcycling, the finest, most grueling test of man and machine, and turned it into a mockery, a fool's picnic on two wheels . . .

Mark Alan Sturtevant
Waldorf, Maryland

At last; someone who understood the article. Yes, yes, all that you said is true, except that we didn't turn the ISDT into that. They did. It is the Olympics of motorcycling, and when we actually allow it to be so full of cheating, we are demonstrating the same kind of apathy that made Watergate possible.

You guys sure read Hunter S. Thompson closely.

Sol Troy

Ambler, Pennsylvania

Thanks.

I read your collectively disrespectful report on the ISDT; congratulations on the debunking. The comments about the motorcycle press "pimping" for the trade were well taken. In amongst all the casual smart-ass talk in your article, there are some real gems of insight.

Bob Hicks

Wenham, Massachusetts

Whew.

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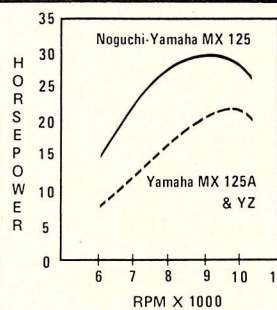
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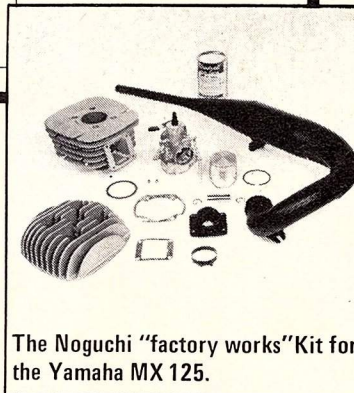
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The Noguchi "factory works" Kit for the Yamaha MX 125.

BITS and PIECES

by
DON PHILLIPSON



From the same folks who gave you The Hot Setup,
The Second Great First Annual, etc. . . .

All of the two wealthy young DB Encino businessmen have decided that they'll share some of their vast riches with DB readers who have good ideas on how to combat the energy and fuel crises. They'll pay five bucks for each usable idea that might save energy, fuel, whatever. Nifty, eh?

The first fiver is gladly given to *Cycle News West* for their Perpetual Suds Fund. CN has given free space to any and all who want to share van and truck space for mass transit to local MX races.

Their idea has gotten quite a bit of press. One wire service photo showed about 30 riders crammed in the back of a flatbed with their bikes.

Kawasaki Motorcycle Company of Buena Park, California, seems to be getting its corporate act together. Or at least they're trying. Like the little promo with accompanying stickie that came into the DB office in yesterday's mail. Kawasaki has a new phone number to be used exclusively for the news media (and others, I hope) when one of us important reporter-type people has a question about Kawasakis in particular, motorcycles or motorcycling in general, or whatever problem might be troubling our creative little minds. Seems like a good idea.

Ever lose the master link clip? The next thing that happens is the chain comes apart and heads for the countershaft sprocket. Due to the speed that the chain is traveling, it usually has kinked over and immediately tries to go around the countershaft sprocket in the kinked position. Result? The ignition case gets punched out and if you are unlucky, the break goes into the gear cases. A master link clip can be made from an old empty Coke can. Cut a strip of tin about 1/4-inch wide and about one inch long. Slip the tin under the clip and bend it over. Trim to length and bend the bottom over. Both folds will be outside of the clip.

John Jorgensen, our friendly Danish Husky freak, has suggested a shortcut when servicing your bike. John used to spend an hour or so every week going around all the nuts and bolts on his 250 Husky with spanners to make sure that everything stayed where it should be. But John, being the clever sort that he is, has painted a line across the nut and bolt with white paint. He can now see if any of the bolts has slackened off with a quick glance.

Most of the Japanese off-road motorcycles come equipped with a washable foam air filter. This air filter has a fuzzy coating over the foam that will prevent water from



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being sucked through the filter. The one problem with the filter is that the pore size is so small that the filters will fill up and reduce the air volume to the engine. Due to the restriction, the engine immediately starts to run richer and richer until the spark plug fails to function. If the same problems are happening to you, replace the filter with one of the good after-market accessory items.

* * * * *

Some of the all-time stinkeroo advertising has got to be those gawd-awful Certs TV commercials showing some dude riding into the pits during a race. Notice that he doesn't have a smidgen of dirt on his person. Nor on his body. Strange. I can't remember a race where everyone didn't get a tad mused. Hmmmmmmnnnn.

* *

The state of Florida has set aside 2700 acres in the central part of the state for motorcycling. Buttgenbach Mine Motorcycle Area is adjacent to I-75 outside of Brooksville, Florida. The park was two years in planning and development and really seems to be a success. Plans for

another park near Orlando are now in the offing.

Financial support for the park comes from the sales of park permits and cyclists' use of camping facilities. Two park permits are available: a \$12 yearly permit and a \$3 six-day pass. Camping is \$2.50 sans electricity and three bucks with it. A snack bar-pit area combo has just been installed. Thanks to Robert Truelsen of Maderia Beach, Florida, for the full skinny on the park. And special thanks to the state of Florida for the park.

* * *

Yamaha cylinder head gaskets have a tendency to leak. No amount of tightening seems to help. We have tried to evenly torque the head nuts on the project Yamaha and still encounter leaks. We went to an automotive speed shop and had the cylinder head O-ringed same as the dragster engines. They cut a small groove around the combustion chamber and then inserted a single strand of copper wire that is about 0.5mm in diameter. The head was then reinstalled, with no leaks guaranteed.

* * *

Recapped knobbies are available in the Los Angeles area for about \$14.95. The knobby pattern is similar to a Metzeler 4.50. We saw the tire at Milne Brothers in Pasadena, California.

* * *

Super Hunky has been known to inflict what I consider cruel and unusual punishment whenever an editor misses a deadline. I know what he's doing is for my own good, but I just can never seem to get my copy in when I'm supposed to. It must be due to some vitamin deficiency, though I can't be sure.

In the past a late story has forced me to do such dire deeds as having to spend an entire evening watching the three young Hunkies, aged about three, four and six. All by myself. And I've lived to tell all about it. I've also been subject to ridicule by my fellow editors by having to traverse the entire San Fernando Valley on foot looking for champagne bottles for Mrs. Hunky's then-in-production underground flick. But what I consider the lowest possible means of punitive action is being made to clean the entire contents of the Great Yellow

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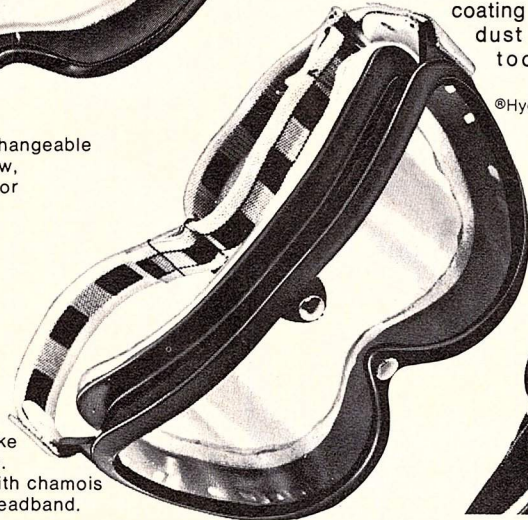
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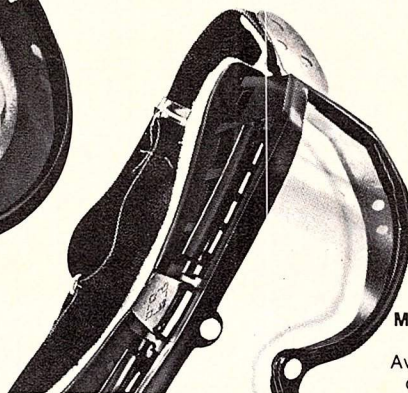
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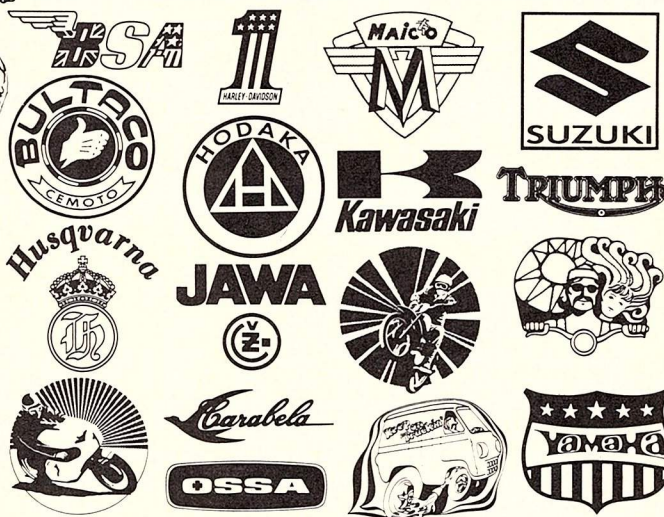
DIRT BIKE Truck (as made famous in past issues of DB and the soon-to-be-released platter on the Spurdled Fern label).

But I digress. I've decided to do my part for my fellow man and recycle some of the GYDBT's slightly bizarre contents. I once found an unusually intriguing item . . . a rather moldy and decidedly foul-smelling leftover from the Hunky's Thanksgiving that is definitely petrified. I believe it was a pumpkin pie in its former life. Oh sure, I could donate the thing to Motorcycling's Hall Of Fame as the

original proto Bultaco brake reject. But I think the pastry should meet with a noble ending. Like the end of a pit racer's fat nose. Indeed, I have appointed myself as a one-person vigilante committee set to annihilate pit racers. So all of you little devils out there had better look over your shoulder the next time you get the urge to make like Willi Bauer in the pits. Ya see that bush moving over there? Yeah, that one. It just might be me with that pukey pie . . . waiting to get you . . . pooooooooosshhh, bleeeeee-aaaaaah . . . ahhhhhhhhhhhhhhhh.

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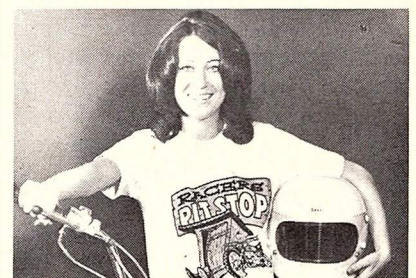
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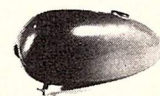
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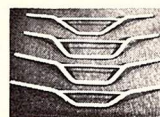
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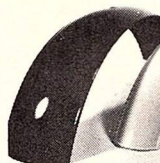
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Due to the absolute deluge of mail we've received regarding our now defunct pseudo-column "Hot Setup," the illustrious pseudo-editors of DIRT BIKE (ever-ready to pass on some of their infinite wisdom) proudly reinstate this highly respected column. Well, sort of. Actually, we are just feeding any Hot Tips our readers pass on to us into the Bits & Pieces column to see what kind of a hybrid article comes out. So, if any of you mechanical wizards have figured out a way to make your 1949 ZYXR 750 finish a desert race, just mail us the secret and we'll pass it off as our idea (unless it doesn't work). Ah, when will it all end!

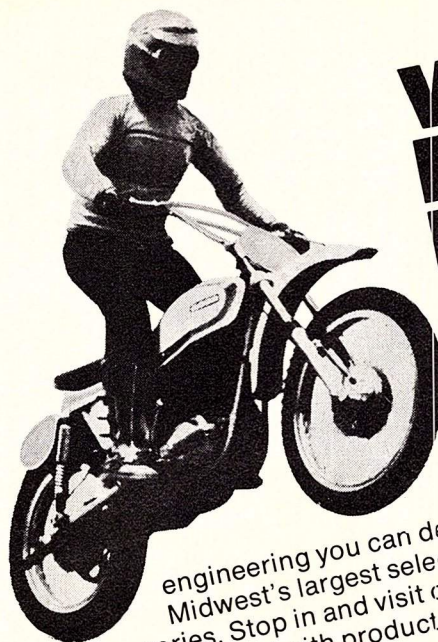
By the way, Phil, when you mailed us your Hot Tip you didn't include your return address. Unless you have something against capitalism, drop us another line and we'll give you five bucks for your honey of an idea — how's that for generosity? And if any of you people out there are thinking of sending us a letter with your address and Phil's name for the moolah, forget it. Phil is going to address his next letter to us in the same cute and lovable manner, aren't you, hon? (Gorsh).

* * *

Here we go again. Yet another surefire cure for the CZ rear end. This time from a guy named Russ Strandberg living out in Anchorage. Yeah, that really is in Alaska. Only thing is, Russ doesn't say whether his weird handling characteristics come from the CZ shocks or from the ice picks he has strapped to his knobby. I'll assume he ventures down south once in a while to try out his bike on normal ground. Be that as it may, Russ tells how he tore apart his shocks and filled the inner cylinder with ATF (type Com). He says they work like a champ now. Congrats.

Oh yeah, he adds that if you weigh less than Super Hunky, go ahead and add 60-90 springs in place of those other monsters. That Russ is a real card. Better not let the Hunk see this letter though, kinda touchy about his weight since that mini-enduro wouldn't move with him aboard. (C'est la vie.)

Cont'd. on page 106



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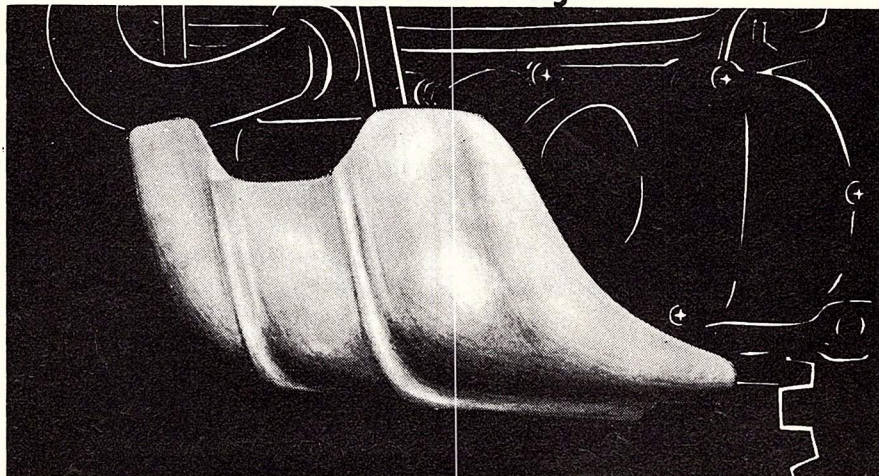
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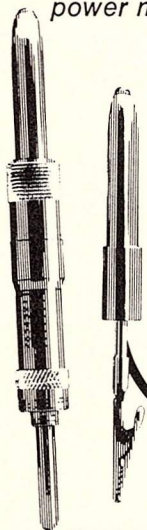
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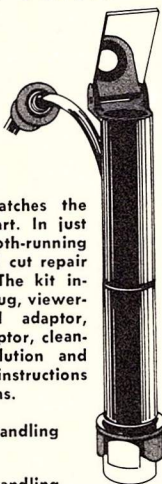
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by
PRESTON PETTY

JAWA-HA-HA

I own a (don't laugh) 1967 Jawa 250 twin pipe. I have enlarged and polished the ports, had the motor fully balanced, taken some metal off the head for more compression and fitted it with expansion chambers. Could you tell me if it will improve the performance if I machine some metal off the skirt of the piston? If so, how much should I take off? My Jikov runs fairly clean and has none of the usual Jikov annoyances. Also, what size main jet should I use? The stock jet is a 105.

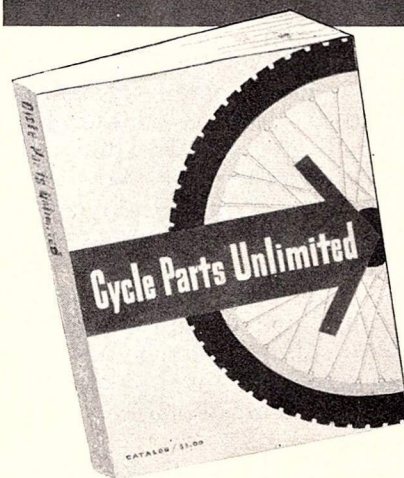
Steven Wright
Goorambat Victoria, Australia

I'm sure taking about 2mm off the bottom of the piston on the inlet port side will increase the top end power with a minimal reduction in bottom end torque. The Jawa-CZ factory used to produce a small book, called "Motor Review," on a monthly basis. It was real nice because of its small size. You could sneak it into work or school and not get caught reading it. Frequently, they had detailed tuning instructions of the different Jawa-CZ models. I suggest you contact your dealer about seeing if you can subscribe to it. If not, I'm

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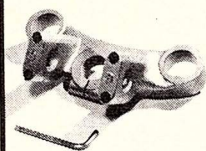
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sure there is some technical information produced by the factory that they can get for you. There are very detailed modifications on how much to take off and where. If your Jikov carburetor runs clean I don't think I would mess with it. The size of main jets you use will vary due to temperature, humidity and barometric pressure. Simply test the machine at top speed to get a plug reading. The center electrode should be light brown and the perimeter should be dark brown to black.

WHAT TO DO, WHAT TO DO

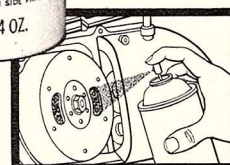
I am 5'11" tall, weigh 150 pounds and live in east Texas, where I do a lot of trail riding (jumping logs, ditches, climbing hills and running through lots of mud and water). I want to buy a new bike (strictly an off-road machine — maybe a little motocross racing), but because of a lack of knowledge on the subject I don't know what size or brand to buy. I want a bike that handles good and has a lot of low end torque (which calls for a 250), but I am wondering if my size is better suited to a 125. I don't want a 125,

Please turn page

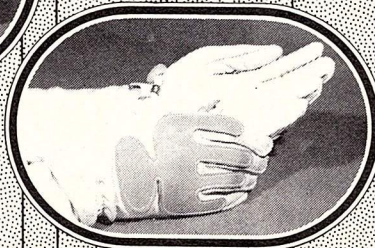
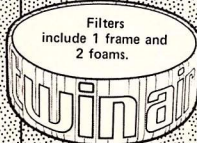
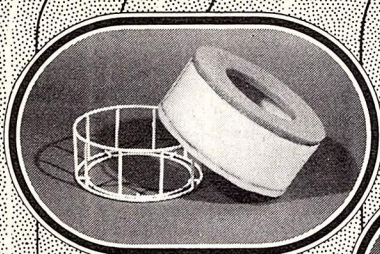


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however, that I have to keep throttled to 7000 rpm to have any power. I hear a lot of talk about rims so I would like strong ones that don't bend easily or have mud stick to them. In your opinion, are Japanese bikes easier to maintain than European bikes (please consider that I don't have a lot of tools)? I am willing to put out the bills for a European bike if it would be worth it for my use. Any suggestions and/or answers you may have on the topics I have presented would be greatly appreciated. The bike dealers in Longview are Honda, Yamaha, Suzuki, Kawasaki, Husky and CZ.

Grady Turner
Longview, Texas

In view of your size and what you are going to use it for, I'd probably pop for a Husky WR. It has good bottom end torque. It doesn't have a downswept pipe to hang up on logs and rocks and it's got better torque, down low type stuff, than most of the other machines you mentioned. The Honda four-stroke would have more torque, but you've got some extra weight and it wouldn't be a bolt-together proposition. As for entering a Honda XL in motocross, you might as well park it and watch. Parts are more expensive on most of the European machines, but on any motorcycle, a little TLC and preventative maintenance — in other words, lube it before it seizes — will make it run as long and as far as the rider can.

TOSS A COIN

I am interested in motocross in the 100 class and there are three bikes I have in mind: the Hodaka Super Rat, the Yamaha MX and the new Suzuki TM. Which do you think is best? Also, are the Yamaha and Suzuki autolubes good for racing? I have heard you cannot take it out. Is this true?

Alan Hudson
Vancouver B.C., Canada

All three scoots are sure capable of winning. The Yamaha and Suzuki are probably a bit quicker on the top end but don't have as much mid-range power as the Super Rat. The Super Rat will make a better trail machine be-

Cont'd. on page 91



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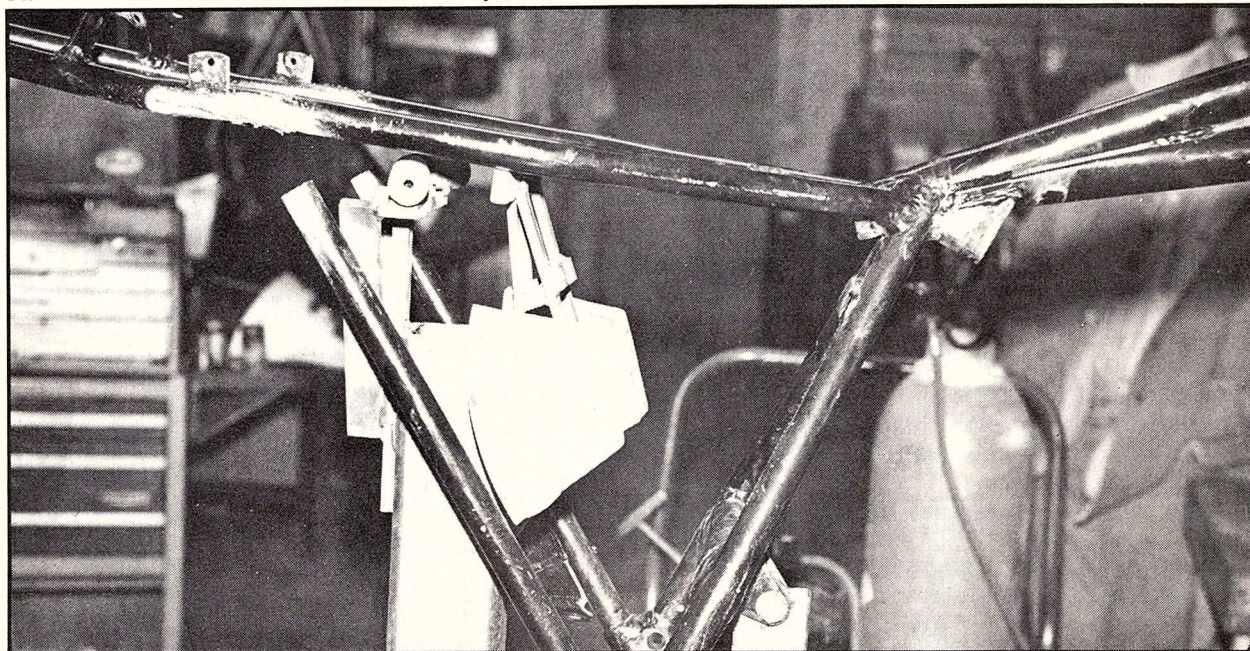
SUSPENSION BREAKTHROUGH - PART ONE

FORWARD MOUNTED SHOCKS

To the front with the rear

by Rondo Talbot

Standard Maico chassis has back rails cleanly torched free.



If you knew the inside story on how the new trick forward mounted shock suspensions came into being, you wouldn't believe it. But, seeing as I get paid for it, I'm going to tell you anyway. And if you don't believe it, that's your tough luck.

Hokay. Remember the first part of the 1973 Grand Prix season? Maico looked like they were going to win everything in sight. After all, this year the factory bikes had to weigh at least a minimum of 209 pounds. This meant that those spiffy bikes of Suzuki, Kawasaki and Yamaha of last year that didn't weigh anything (except for the two coats of paint) suddenly had to be

about the same as everybody else. We don't know for sure what the G.P. Suzukis weighed previously, but reliable sources have indicated they were right at 180 to 185 with gas and oil. Poor old Maico — who almost won the world title three years in a row — had their bikes weighing in at between 220 and 227, ready to race. But lordy, did they have the powerband and the handling sorted out.

Suddenly, it's 1973 and everybody has to get heavier. And with the added weight came a virtual nightmare of suspension problems. It took years to get the suspension sorted out for the light bikes, and it looked much like it was going to

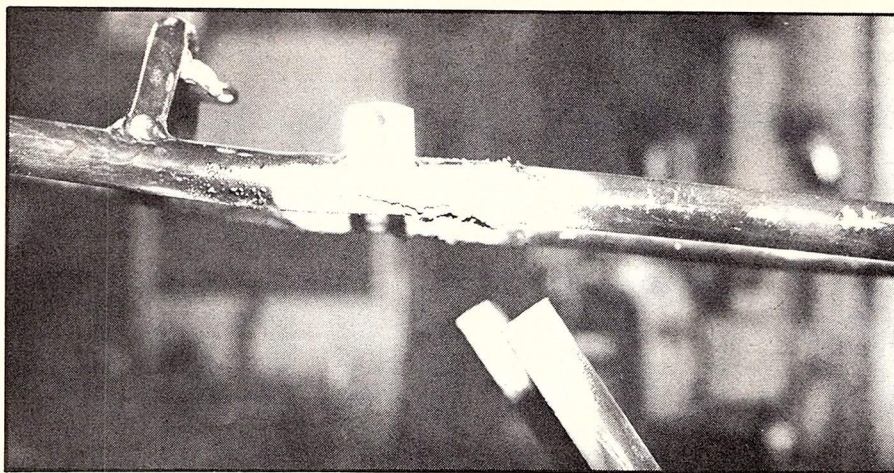
take years to work out new, heavier bugs.

Factory Suzuki riders moaned and groaned. Oh, where is my silky-smooth mount of days gone by? Why is this bike hammering tears out of my double-visioned eyes?

Everyone was equal — more or less.

Except the guys on the Maicos. They had a big grin on their faces. They knew damned well that their bikes were sorted out. Hell, they were sorted out last year, except for a few minor bugs — and they had the whole winter to get rid of those.

Other than Jimmy Pomeroy's heroic win in Spain, it looked like a



Flame cut edges of tubes should be carefully squared with hacksaw.

Maico runaway for the title in *both* classes. Adolph Weil was going bananas. Gerrit Wolsink and Bauer were smooth and fast. Wins and high placings gathered quickly for the Maico team. Joy at Fahrzeug-fabrik. This was going to be the year they would get that elusive world win!!!

No way.

All of a sudden Yamaha got their monoshock suspension sorted out and Hakan Andersson took a quantum leap forward. Yamaha riders started winning and placing well. Maico ceased to dominate. Instantly. No gradual shift. They just started having their doors blown off.

Back at the factory, they screamed and they yelled and threatened to the engineers . . . "We are being passed in the rough sections by riders we used to lap a month ago. What gives?"

The answer? "We're working on it."

And the Yammies kept on winning and the Maicos kept falling back. Finally, the head engineer came up with a system of sorts. It was a half combination copy of a cantilever suspension, but didn't use the single shock of the Yamahas. Factory riders tried the approach and didn't like it. More races lost.

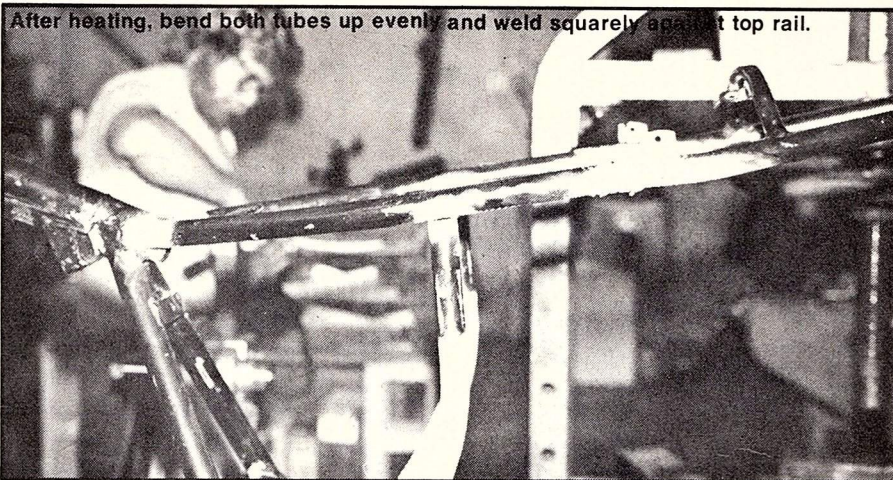
Finally, in desperation, one of the riders asked a savvy old mechanic if he had any ideas at all. "Sure," said the mechanic. "Why didn't you ask me in the first place? If you want more travel, move the shocks forward on the swingarm. In fact, I'll do it tonight on a spare frame and you can try it out the next day."

So he did a tad of cutting and some welding, moved the shocks forward on the stock swingarm and

bolted in a motor and all the basic hardware.

The next day, the rider (we are not allowed to mention names) took the bike for a ride on the factory test area — which is little more than a field — and put in a few laps. The shocks promptly gave up the ghost, but the rider was so enthused with the soft ride until that point that he babbled happily.

They quickly realized that a conventional shock would not stand up to the loads applied to it with the modified position. They tried heavier springs — all the way up to



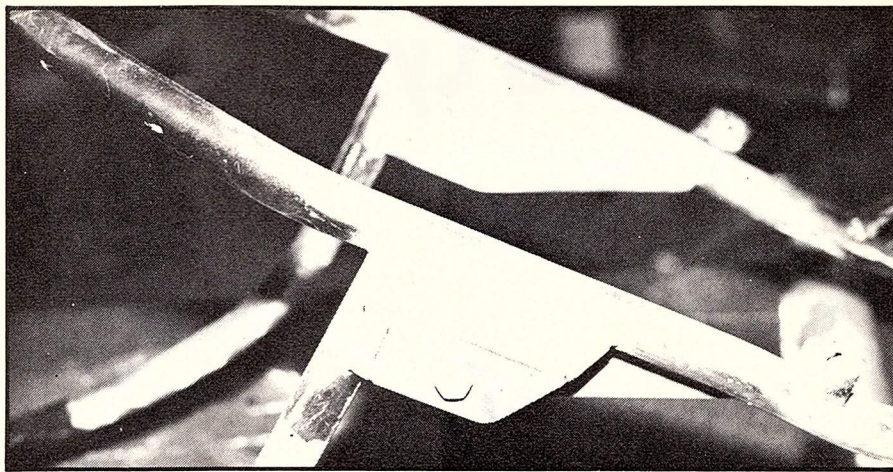
After heating, bend both tubes up evenly and weld squarely against top rail. Make sure area to be welded is ground or filed clean for maximum strength. A dirty weld is a weak weld.



135 pounds. This seemed to do the job, for a little longer, at least.

Then they hit another snag. The Maico swingarm (one of the strongest in the game) bent sharply from the tremendous forces generated. Out came the welder again. A huge gusset was attached to the top of the swingarm, both forward and aft of the shock mounting hole. To play it safe, the frame was also reinforced up at the top, because it too was showing signs of bending.

Everything looked fine. Back out to the track and the riders were delighted with the machine. It



New top shock mounts must be fabricated from plate stock and heavily gusseted.

tracked, turned and, most importantly, took the bumps like they weren't even there. Until, that is, the Konis failed completely. Pressures generated were so great that the sturdy housing of the Konis actually belled out. Naturally, when this happened all the damping action of the shock ceased. Even so, riders claimed that the bike worked better with the blown Konis and the forward position than with the old conventional system intact.

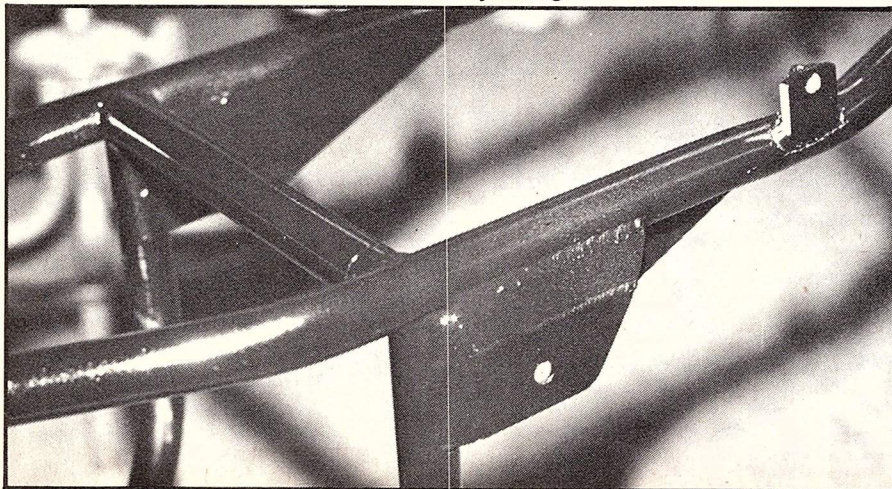
Back to the drawing board. Many experiments were tried and as many were discarded. Finally they settled for a reasonable compromise. The shock used for the balance of the season was a mongrel, but at least it would live for a reasonable length of time. Maico had to make their body out of billet turned down in a lathe. The shaft was a Koni, as was the top eyelet. However, a homemade damping valve replaced the Koni's internals. Now the shock would work perfectly for most of a 45-minute moto. But get this: It would not damp properly at that last part of a moto. But the bike still worked acceptably. To this date, the factory has not been able to find *anything* that will hold up for the duration for any of their top-line riders.

Most of the factory riders get a severe case of the giggles when they read some of the lesser informed periodicals that claim the Maicos are running mysterious gas-filled shocks, and other guesses of that nature. And many of them have started rumors themselves just to have some innocent fun. "Hullo. I'm from Motorcycle World Guide Illustrated Quarterly, Mr. Weil. Can you tell me something about this fantastic shock you got here on your scooter?"

Give it a coat of paint after welding. Take a close peek at the long, tapered inside gusset.

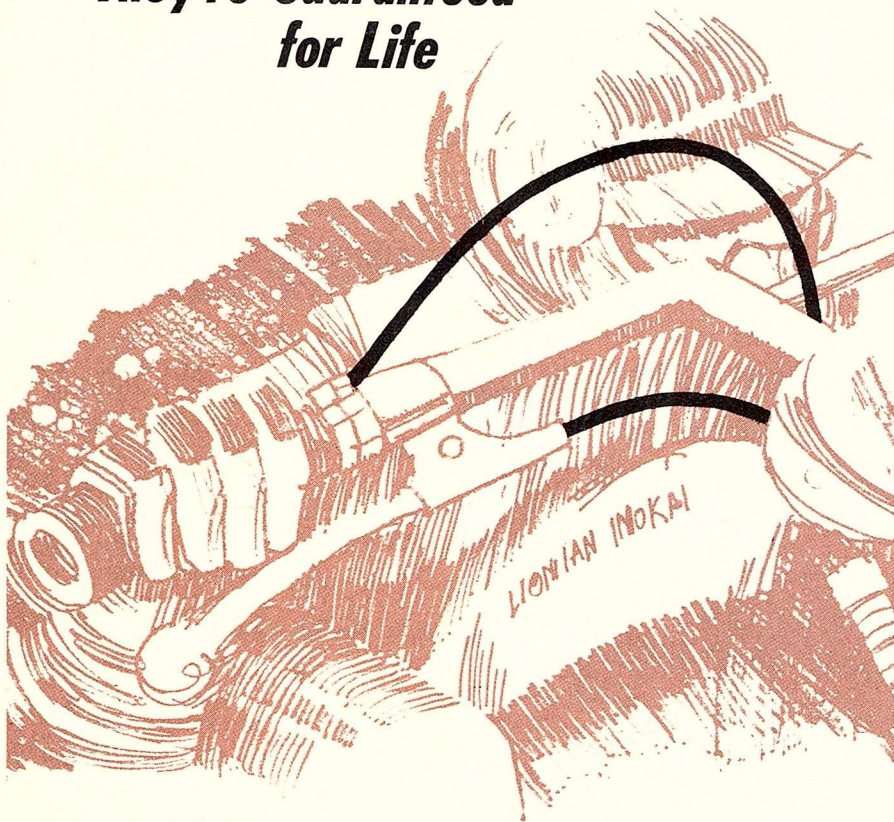


Completed top mount looks sano — and is very strong.



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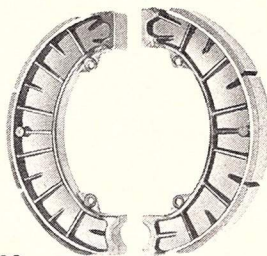
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"Oh yes. That's our new yogurt shock. This one happens to be vanilla. My favorite flavor."

And shortly thereafter, it appears in print as gospel. Amazing. Whatever.

Once they got the shock thing sorted out, the Maicos started winning again. And not your ordinary winning, either. Serious ass-kicking winning.

Naturally, everyone else on the circuit took a look at the revived Maico team and said, "Hey, I can do that to my bike!"

And they did. While trying to copy Yamaha would have taken a major fortune and much research, the Maico conversion was comparative child's play for a competent mechanic in one evening's time.

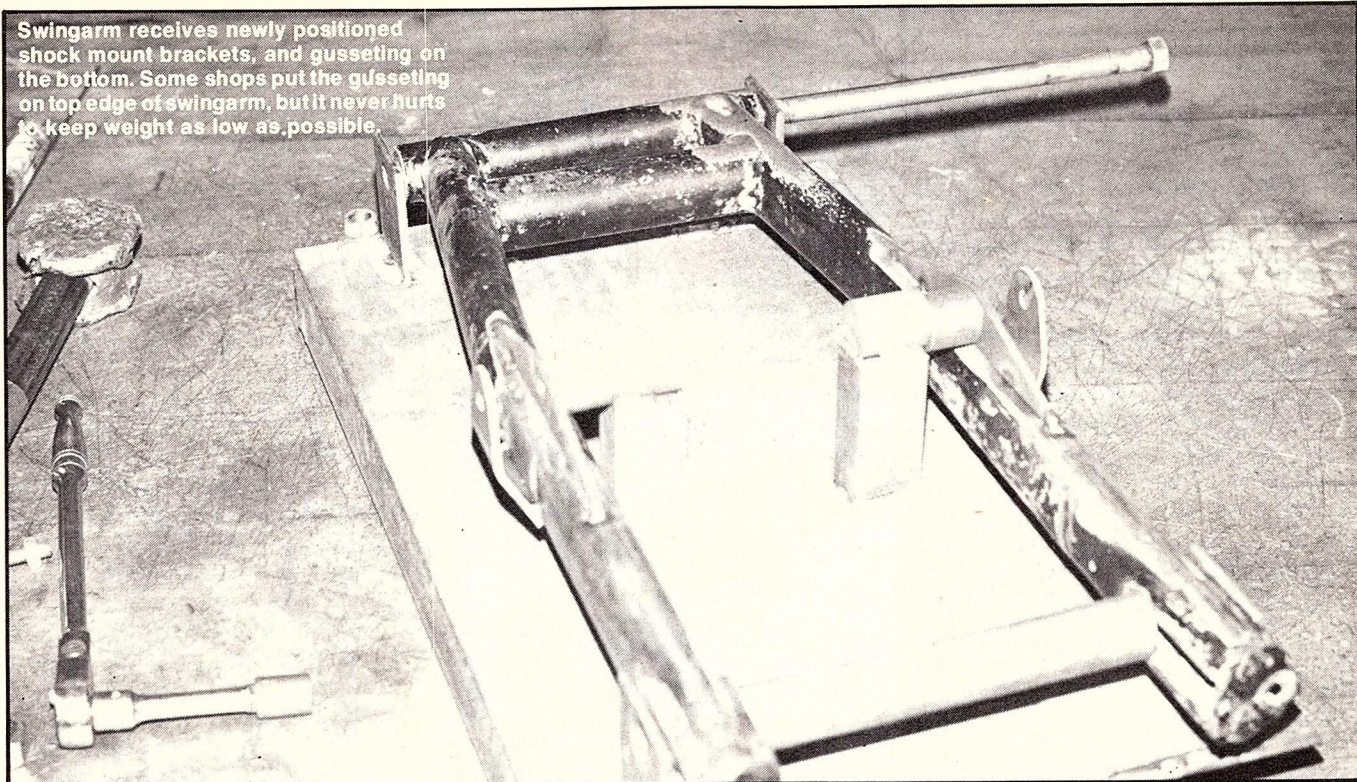
Soon, Suzuki and others appeared with the forward-mounted shocks on their bikes. For a few races, they had the same hassles as Maico had earlier (bent frames, swingarms and under-designed shocks), but quickly worked out the bugs.

Maico could have won the whole ball game if they had pulled off the suspension change earlier, but they ran out of time. In the last race of the season, Bauer DNFed both motos and narrowly lost to DeCoster for the world title. Defeat again. Four years in a row it's gone down to the wire. How much different the story might have been if the forward mounted shocks had been developed a few races sooner. As it turned out, by the end of the season, almost everyone in the world chase was copying the Maico mods, except Yamaha. And their setup worked just fine for them.

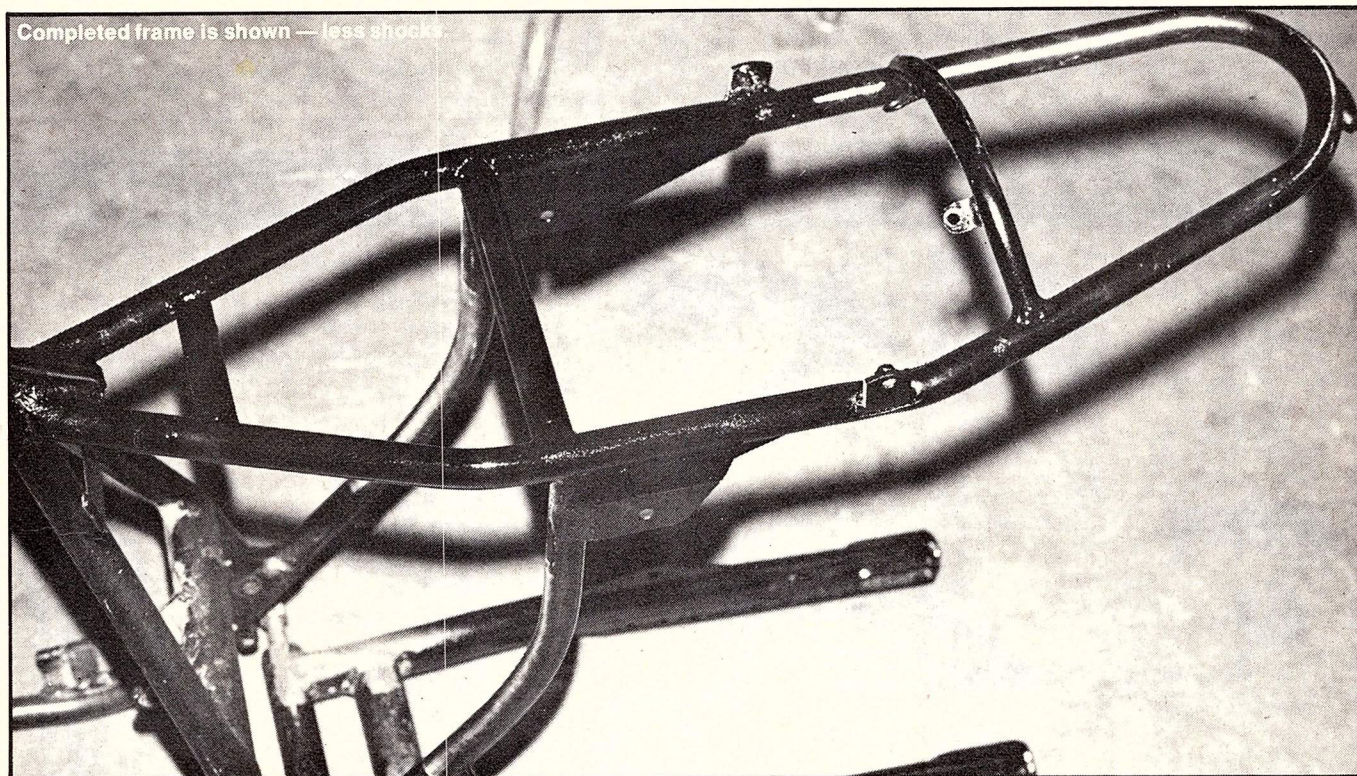
By the end of the Trans-AMA series, everyone but the CZ riders had some sort of trick rear suspension. Everyone. Those who didn't were not in the running at all.

1973 must be marked down as the year of the big change. From now on, any motocross bike that doesn't offer long travel (a la Yammie or Maico) will be relegated to second-class status among racing machinery. Until you have ridden one of the bikes incorporating the forward mounted shocks, you cannot appreciate the astounding difference. This truly must be marked down as a turning point for dirt bikes. And once they get the shocks to live longer, the entire approach to motocrossing may have to be

Swingarm receives newly positioned shock mount brackets, and gusseting on the bottom. Some shops put the gusseting on top edge of swingarm, but it never hurts to keep weight as low as possible.



Completed frame is shown — less shocks.



reevaluated. Now you know why the revolution came about. Here's how to make the change to a standard bike:

FORWARD MOUNTED SHOCKS — HARD FACTS AND HOW TO DO IT

Before you pick up that hacksaw and torch and start arbitrarily diddling, take a long hard look at what you want to achieve. **Firstly —**

travel. You can get almost as much travel as you want. But you *can* get *too much travel*. Why put nine inches of possible movement in the rear axle when you only have six and a half in the front? A good rule of thumb to go by is the following: Try to get about an inch less in the rear than in the front. A half inch is acceptable, but from all the sources we have talked to, they say an inch

is ideal.

Deviate too far from that basic rule and the results of any modification may be a dangerous handling motorcycle.

We took a painfully standard Maico chassis to Wheelsmith Engineering and stood back while Greg and his crew did the deed. Ours was an older chassis, but everything applies to later chassis,

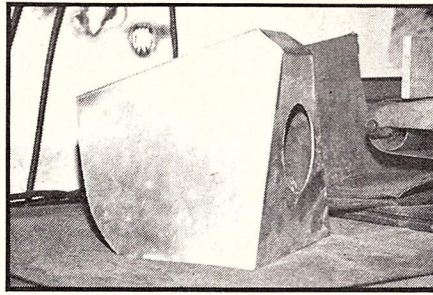
too. The only difference is width of the seat rails.

Procedure for forward mounting rear shocks is quite involved and requires that the frame be completely stripped.

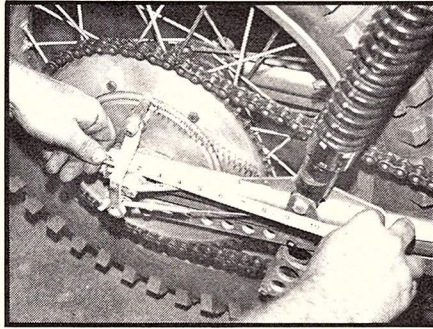
The first operation is to carefully cut away the existing shock mounts on both the frame and swingarm, using a torch. Rear upright tubes are cut 4¾ inches above the swingarm pivot casting. The remains of these tubes and mounts are then cut, ground and filed away smooth.

The frame is then bolted into a specially built jig. Heat is applied to the rear of the top tube where it connects with the rear loop. This allows the top rear portion of the frame to be raised approximately one inch. The rear upright tubes are then heated and bent upwards to meet the top loop at 90 degrees. For additional strength a tube is cut to fit across the loop where these tubes meet. Last to go onto the frame are the shock mounts. These are also bolted to the jig, then welded onto the frame. All welds are heliarc and very professional.

Next, the swingarm is bolted into its jig and the new shock mounts



Naturally, stock still air box will not fit. You can cut and modify it, or make a new one from sheetmetal — like this.



From edge of swingarm to shock bolt should now be around 9½ inches for most Maicos.

welded on. A gusset is then added to the bottom rear edge to help relieve the added stress in this area

caused by moving the shocks up.

Now you have it. You've moved the shocks up the swingarm approximately 4½ inches and maintained the 15- to 17-degree shock angle which is so important to the life span of your shocks.

Greg is at the moment using 125-pound springs on his Maico, but will soon try some progressive wound 95-125-pound springs which are now being made for him by S&W.

The oil Greg uses in his Konis is Bel Ray X-300. This is the same oil now being used by the Maico factory. This oil, when heated, is designed to thin to a degree and then maintain that viscosity even while subjected to greater temperatures.

Cost of this frame modification is \$75, which seems like a very good deal when you consider the amount of work necessary and the high quality of craftsmanship involved.

Greg also sells a package which includes the frame fixing, special air box, springs and shock oil.

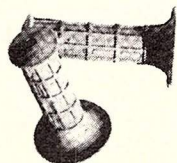
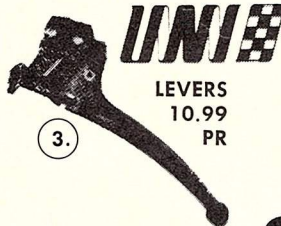
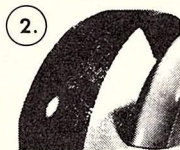
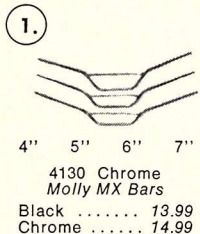
The address: Wheelsmith Engineering, 3641 W. McFadden, Santa Ana, California 92704.

On the East Coast, Brian Kenny

The Cycle House

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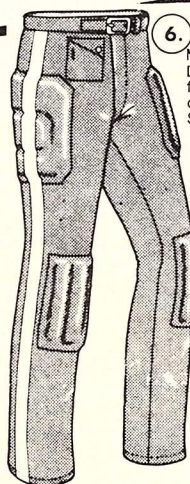


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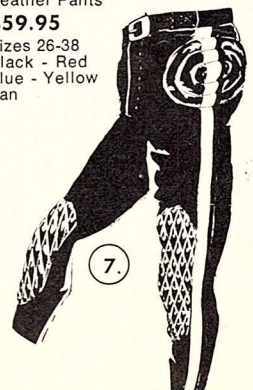


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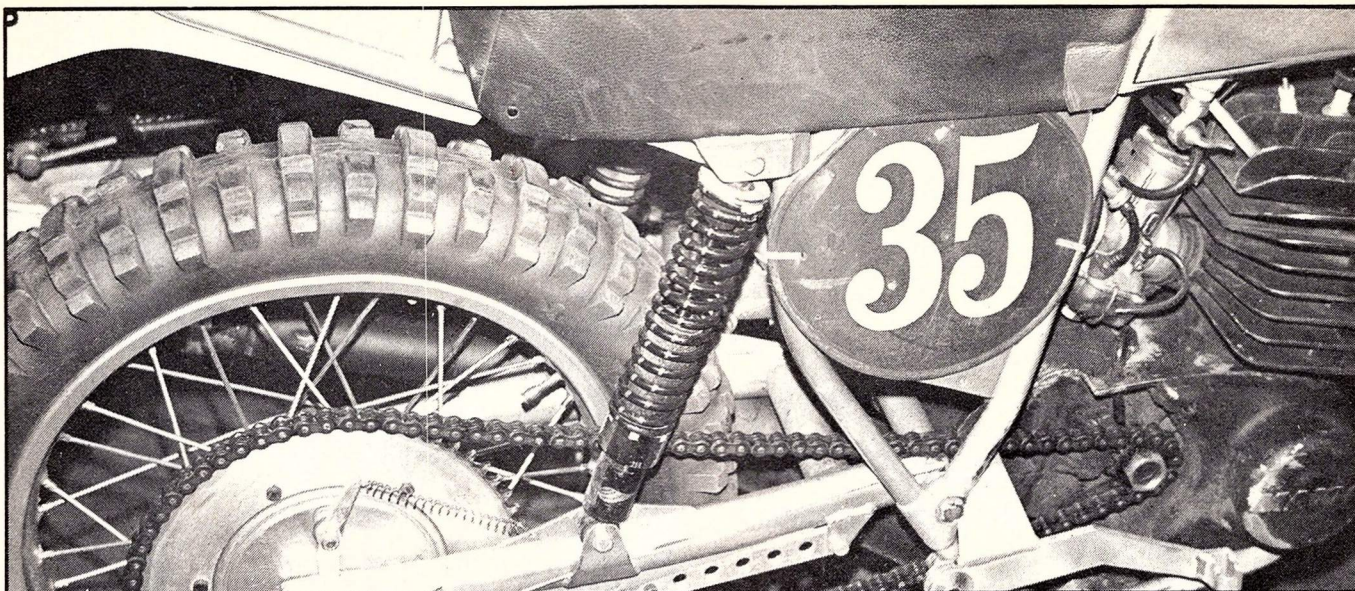
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With everything bolted in place, final setup looks strange — but works. This bike has Konis with super-heavy springs. Not the answer, but a reasonable substitute until they get the problem ironed out.

is performing the surgery on frames. His swingarm beef-up approach is different from that of Wheelsmith, but it too looks strong and well thought out. His address: Pro Line Racing, 2256 B 4th St., Tucker, Georgia.

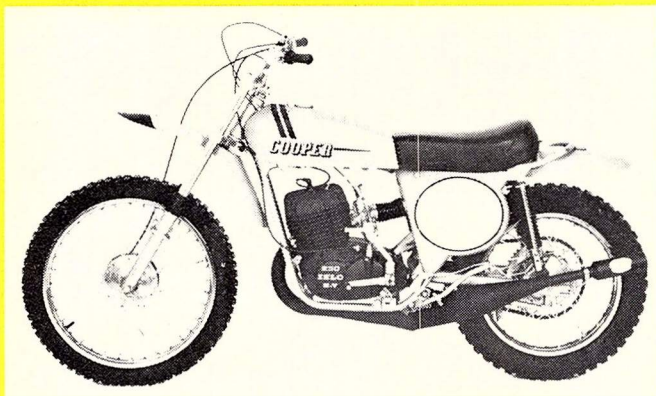
In the middle of the country, Vic Krause is the man to see. The place

is: Krause Competition Cycles, 231 E. North Ave., Northlake, Illinois 60164.

Next issue, we'll show you several different approaches to cutting a Honda frame — and explain why some ways are superior to others. And we'll get into the workings of shocks for the heavy loads.

We'll also tell you how to make an adjustable setup for just about any bike. Right now, suspensions are starting to step out of the stone age — and if you're not right on top of things, you are going to get beaten soundly by riders nowhere near as fast as you are. Stick around — it should be interesting. •

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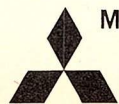
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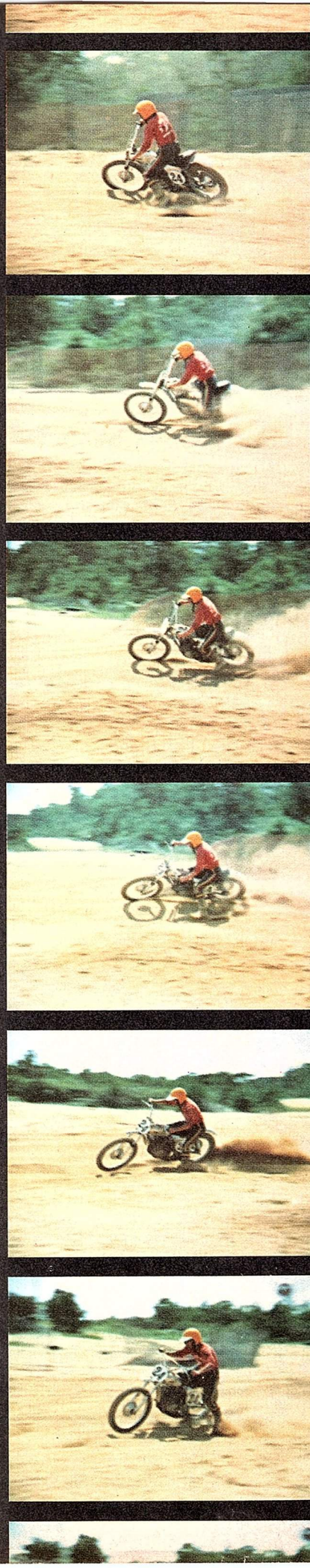
Dealer inquiries invited.



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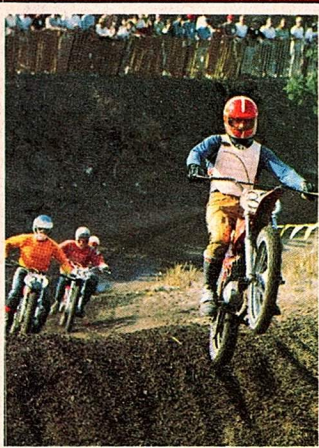
Jim Yeager beating the berms at Westhampton on the new Tyran 125MX.

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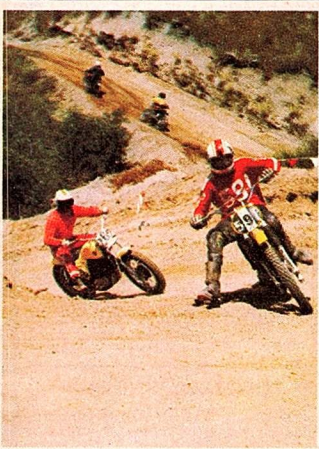
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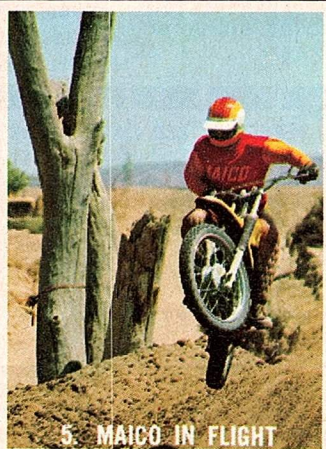
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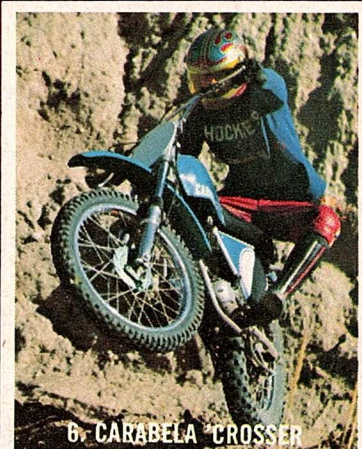
3. JIM CONNOLLY INDIAN DUNES



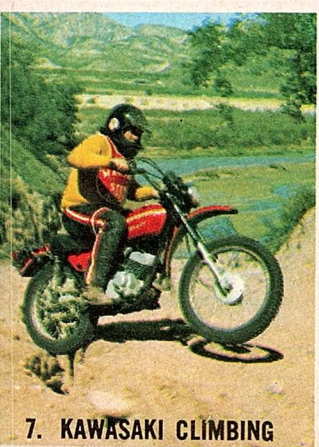
4. JUNIOR ACTION



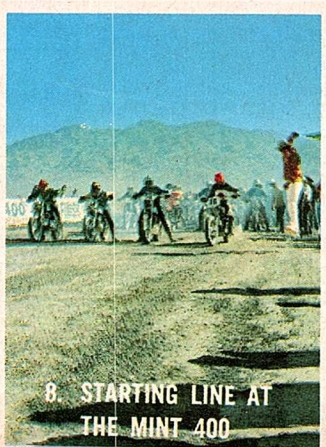
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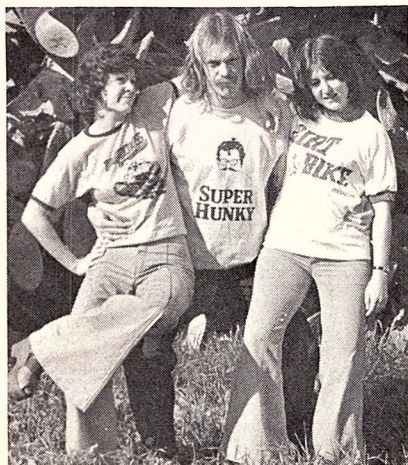
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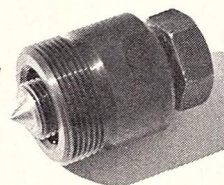
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TEXAS' LAKE WHITNEY CYCLE RANCH

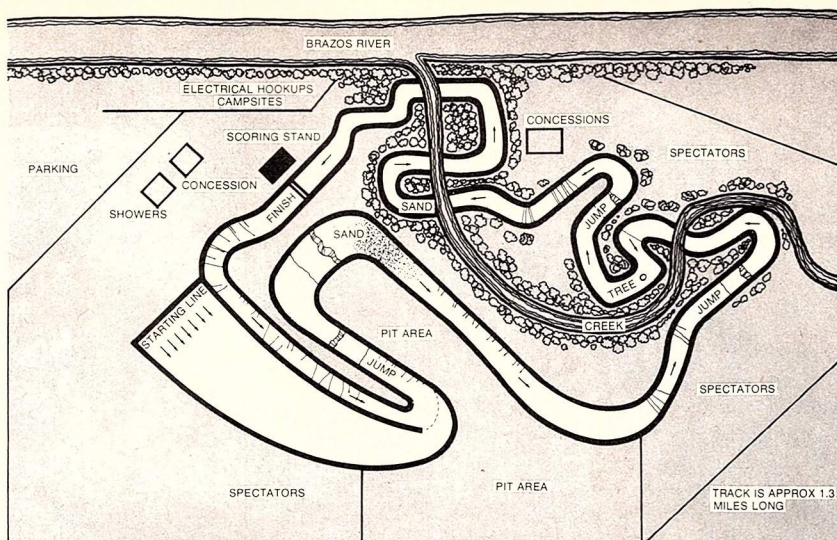
Where Honda meets Heifer
by Pete Szilagyi

The proverbial all-seeing DIRT BIKE course rating correspondents have struck again. Sneaking into all of America's motocross facilities in the guise of harmless motorcycle racers, they scribble facts, fancies, and outright scandals on the backs of their visors. Then they mail this information off to the secret headquarters here in California. Our staff copies and files the

data in the Great Yellow DIRT BIKE Computer — and returns the visors.

For Whitney, the report has it that there's ample parking, a silencer requirement, clean rest rooms, excellent course management and a measure of safety that comes close to perfection. That, combined with a neat course layout, gives the Lake Whitney Cycle Ranch a top rating.

You drive along past fields of cotton and milo maize, wondering just where in the hell Lake Whitney Cycle Ranch is. You turned from Ranch Road 933 to Farm Road 2960, then to Route 22... just when you figure you ought to be there, you look for a sign and a heifer is staring you right in the eye. Though Whitney is within easy driving distance of Dallas, Ft. Worth, Waco and Ft. Hood, Texas, it is really and truly in the middle of nowhere. Which is all part of the attraction, because there's no bermuda-shorted tract resident to shake his fist at you when you blaze past at 9000 rpm. The mud turtles in the Brazos River that runs through the park don't much care, either.



LAKE WHITNEY CHAMPIONSHIP MOTOCROSS CIRCUIT



Whitney has red sand berms. Stick like glue.



The only way to ride the whoopdies.

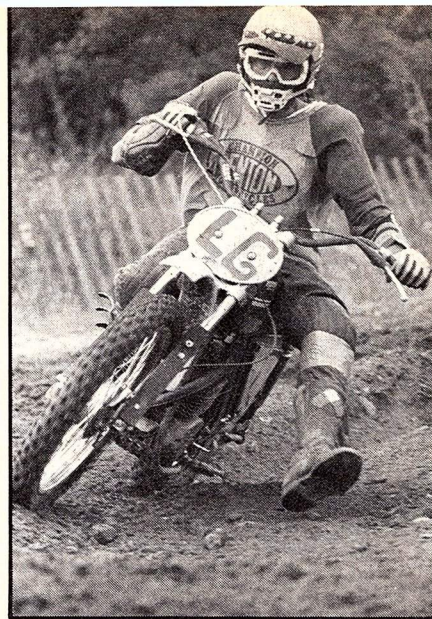
The Whitney motocross track is what distinguishes the Ranch from the few dozen motorcycle parks in the country. It's almost 100-percent red sandy loam that chickens like to scratch in and knobby tires like to nestle in right up to the casing. The accessible parts of the course are moistened by a sprinkler system, so the dust is minimal, except down in the deep gullies where you're so busy roller-coastering that dust can't get past your clenched, petrified teeth anyway.

During a 100 Intermediate moto at the recent TLC 5000 Southwest Championships held at Whitney, an aged flattracker spectating next to me shook his head and said, "Damn people own this place oughta be whipped, makin' them young 'uns ride on a track like this. Believe me, I've seen 20 years of motor racing." Trouble was, all the young 'uns on the track had big old grins under their Jofas because they knew they were riding authentic motocross, and their sweat-stained jerseys and blistered hands offered blunt testimony thereof.

Whitney's corners are always "nads on the tank," with big berms that go squish if it's rained in the last few days, and the fifth-gear whoopdied straightaways give butt-wrinkling religion to the 250 Novices. The wide start straight is long enough to get every bike in top gear, while the hairpin at the end is strictly first gear. Essentially what you have to do is downshift four times, lock up both brakes and ride sideways for a while. Heavy-duty puckery for the spectators leering over the fence.



The idea is to get hooked up and moving.



Watch where you're going, Long Gone.

There are no fewer than four water crossings, their depth contingent on the season, and often Mikuni-deep with gooey ruts and piled up riders kickety-kicking. The natural terrain is challenging enough, so the Whitney maintenance crew can sit in the shade and watch the fandangos instead of building artificial jumps and dropaways.

After the AMA National Motocross at Whitney last August, most of the riders were suffering from a combination of overexertion, heat prostration, one-piece engines, square wheels and an overdose of beer and barbecue; enough suffering to put the track in the running

for qualification as a possible new 250 or 500 FIM GP course. A mean achievement, we assure you.

Few will argue the claim that the Whitney motocross track is one of the best in the non-California southwest, if not *the* best, but the entire cycle ranch is more significant to the average dirt rider since it is one of very few in Texas. Unless you happen to own a patch of acreage, there is a maddening dearth of riding land, despite the eyeball impression of vast, uninhabited nothingness. Where there's lots of ranching going on, there's not much dirt riding. Cows are dumb and freak out a lot.

Whitney's several hundred acres

are crisscrossed with trails, many of which go up and down, as well as this way and that . . . two side-by-side hillclimbs, bitchen trials riding areas, a wide river that you can actually ride across, showers, campsites, snack bars and gas pumps.

For the average guy in this part of the country, it's either go to Whitney or don't do any serious trail riding, hillclimbing, rock-dodging and ridge-running. Brad, Pierre and the guys drop by every now and then, and maybe someday Willi, Hakan and Roger will too. Like maybe, next November 10, when Whitney is scheduled for a Trans-AMA. Y'all come, ya hear? ♦



TRANS-AMA WRAP-UP

THE ADOLPH WEIL SEA-TO-SHINING-SEA MEMORIAL TROPHY DASH

Just wait till 1972 1973 1974

by the Staff of DIRT BIKE

Every year the manufacturers ask themselves: "What's more important — the World Championship or the Trans-AMA Championship?" And every year, most of the manufacturers just get more and more confused.

Why?

Simple. Because year after frustrating year, the Maico factory steamrolls over everyone in the U.S.A. series. For the last three years, the small but powerful Maico factory team has just missed winning the world title — usually by some small fluke. So they pack up the team and ship them off to the U.S. of A. where they then proceed to kick ass on everyone and work off their anger and frustration.

Their record in the U.S. races has been absolutely staggering. One year, all three Maico riders finished every moto of every race without one single mechanical breakdown. Imagine. Three bikes. Thirteen races. Almost 30 motos. No failures.

The names of the wrecking crew from Germany have become almost household words. Weil. Ake. Willi. Schutz. Of course, some of the names change each year.

Because each year, after the wrecking crew whups up on everybody, they are swamped with contract offers. Some switch. Ake went to Yamaha last year, even though he wanted to be world champion so bad his teeth hurt. But the money. Ahhhh, the money. Much more than the piddling money the Maico factory offers their boys. Oh yes. You didn't know? Maico teamsters usually get "below scale" com-



Roger DeCoster at Puyallup: He lost a chain during the first moto, but a third afterward was enough to make it into 18th place.

pared to other European factories.

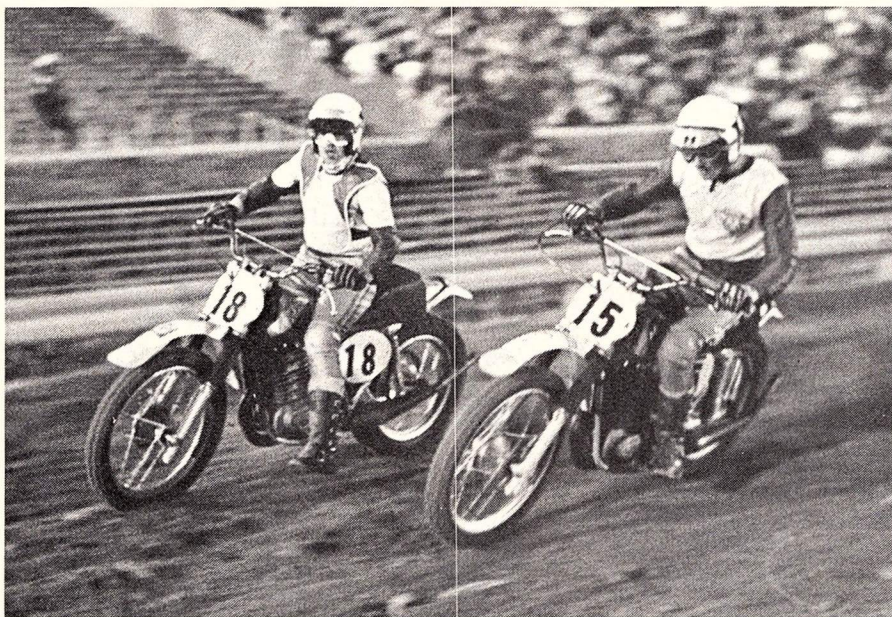
Why, then, do they ride for Maico? Again, simple. A ride with the Maico team is almost a sure ride to a fat contract. The bike is easy to ride, totally competitive and constantly in the limelight.

This year, Gerrit Wolsink was the one to leave the fold — he went to Suzuki for a reasonable piece of change. But some of the Maico men will not leave — they want to be world champ too much and they figure they stand the best chance staying with the Maico. Bauer. Weil. Either one could be the King next time around. Both are primed — more than primed — frothing at the mouth to stomp on the field. Both were given generous offers from more than one source at the

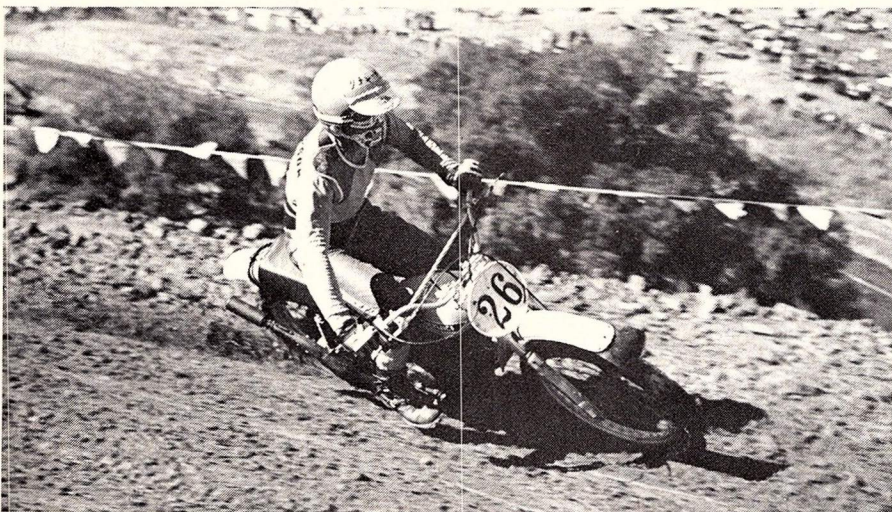
end of this Trans-AMA and both refused. Patriotism had something to do with their decision too. Willi Bauer lives a stone's throw from the Maico factory and Adolph Weil is a national hero in Germany.

Why all this dwelling on the Maico team for '73? Because they did it again. Yup. They blew everyone into the weeds for the third year in a row. And they did it here, in front of the buying public. More motocrossers are sold in this country than in *all* of Europe. And every Maico they make for the U.S., they sell.

Even though the series ended up as a Maico benefit, it sure didn't start out that way. For Example: SPRINGFIELD, NEW YORK; SEPTEMBER 23



Bauer and Weil at Philadelphia; a Maico benefit night.



Rich Thorwaldson made ninth overall. He was really strong at the end of the series, placing sixth at Puyallup, Livermore, and Saddleback.

It rained the night before in Zoar Moto Park and everyone feared a mud bog the next day, but as it turned out, the course was in almost perfect condition. Much of the track is laid out on hilly terrain and the water merely trickled off to wherever water trickles off to. The loamy surface gathered in what it needed to remain virtually dust-free and everyone gave a sigh of relief.

Sidelights. Gary Jones showed up, but his Honda racer didn't. So Gary rolled a very ratty looking 450 Maico out of his van and went out to practice. Gary handed out a note to the press which said something to the effect that he sure did want to ride a Honda and all that, but he had no choice in the matter since no bike was there for him. Hence the Maico. From this point forth, Gary would not set haunches on another Honda. Lots of bad words and legal terminology bandied about. Gary looked good on his bike, but obviously it wasn't well set up and started to exhibit signs of falling apart.

That afternoon, Gerrit Wolsink blew out of the gate like a snapped garter and proceeded to put distance between himself and everyone else. Everybody else in the field played shuffle-shuffle until the basic characters got down to business. DeCoster second, hounded by a surprisingly fast Pierre Karsmakers. Apparently, Pierre felt he had something to prove to his ex-fellow furriners. Prove he did. After Wolsink developed bike troubles and fell back, Pierre damn near passed DeCoster. First moto: Roger DeCoster first, Karsmakers second.

Even though Wolsink had his machine repaired between motos, apparently he didn't have time to get his mind shaped, as he almost fell asleep at the gate and was dead last in the first turn. Up front, the leaders (DeCoster, Jones and Aberg) duked it out. Gary Chaplin, who got one of his usual great starts, appeared dismayed at the prospect of running in such fast company and slipped back into anonymity. Roger DeCoster pushed it a tad too hard in a turn and went gently on his ear — Pierre slipped quickly by, never to be headed again. His bike sounded like a threshing machine by the late moments of the moto, but he had more than enough lead

Lackey chases Wright's big C.C.M.



Old man Adolph Weil.



to do the job. Wolsink came up strongly after his grim start, but did not have enough time to threaten the leader.

Overall finishing order was Karsmakers, DeCoster, Hartwig(!) and Wolsink. Hartwig was pleased and surprised with his final standings — but it could have been even higher if he hadn't made a few small errors. So far, the series was off to a different sort of a start. No real domination by the visitors and lots of standout performances by our people. Everybody loaded up and went from a fine track to . . . PHILADELPHIA, PENNSYLVANIA; SEPTEMBER 28

"It's a circus, it's not motocross," said several of the European pros, "and if they want us to ride, they should pay us start money just to even ride on this circus track like so many monkeys."

Nobody liked the John F. Kennedy Coliseum. Nobody. And the crowd that showed up added nothing to the charm. A large number of the folks who showed up had the manners of a rutting goat.

Roger DeCoster stood around most of the night with his nose running, wishing he were somewhere else. Anywhere else. Riders bitched and sniveled — especially after practice. The track was shorter than the Coliseum course in L.A. and the promoters tried to make up for the shortness by creating bike-breaking jumps. Abrupt eight- and ten-foot jumps with cutesy-pie names littered the course. If a rider wanted to push it, the bike would literally fall apart under him.

Still, they were there and they raced. Other than an intrusion or two from DeCoster and Karsmakers, it was a Maico parade. The trio of Weil, Wolsink and Bauer effortlessly boogied around the pseudo-course at what looked like half speed. Wolsink especially looked like he was having a Sunday ride. But then, he has always liked tight, twisty courses — and you couldn't get much tighter and twistier than Philly.

After the smoke from three motos had cleared, Wolsink was the clear winner with Weil in second. Bauer would have been third, but he wasted his wheels when he got fancy off one of the ("a-hem") Grand Teton jumps. Pierre got third and then it was a parade of Americans: Timmy Hart, Jim

Pomeroy, Tony DiStefano (performing for his little sister and old man Woodrow, no doubt), followed by Chaplin, Thorwaldson, Harris and Cooke.

One interesting — and nauseating — sidelight: When five laps were left to go in the final moto of the night, the unruly crowd spilled onto the field, causing injuries to riders and stupid spectators alike. They swarmed everywhere, even wandered into the pits and swiped tools, until the cops came on horses and got a semblance of control. It was a low night for motocross — and the people who put on the race and the people who turned it into a police action should hang their heads in shame. The AMA has announced that no more of the "stadium" type of racing will count



Hartwig leading Karsmakers and DeCoster at Puyallup. The Husky ran out of gas and ruined his chances.

for points from now on. Maybe now LeisureTech can go back to hyping the pimple set at rock concerts and leave our sport alone. They have done more harm in two "circuses" than anything in recent years. This was on a Friday night — they were to race again Sunday at . . . COPETOWN, ONTARIO; SEPTEMBER 30

That event was also Canada's first GP. It was tucked into the schedule late, and since there was an empty Sunday because the Philadelphia fiasco took place on a Friday night, the thirtieth was the date. That made for a bummer. The riders had to pack everything in their subway station-type pits at



If you're Adolf Weil, you can afford to turn around and sneer at the World Champion.



Tim Hart was the best American in the series; he always finished, usually in the top ten.



Roger can get power to the ground with either wheel, apparently. Only champions can do this.



Rich Eierstedt won the Trans-AMA Support class over Bryar Holcomb and Tom Rapp.



Gary Chaplin's super-trick Honda. The Hondas never did well in the International class.



The Maico team.

Philly and boogie to Ontario. The hassle and the hurry were enough to make some teams skip the event. Doug Grant was in an accident on the Pennsylvania Turnpike. He lost his van, got his career cut short, and lost his good friend and mechanic, Butch Johnson. Damn the AMA and the promoters for scheduling events that tight and multiplying the pressures on the racers! Who needs professional events 36 hours and 500 miles apart?

Anyway, Copetown: Gerrit Wolsink again, it looked like; he took the first moto and was running out front in the second when one shock too many didn't get ab-

sorbed. He got bounced back to sixth, half the Maico working right, the other half not at all.

Shocks got Gary Jones and Roger DeCoster too. And Roger still had runaway sinuses. Collisions got Willi Bauer. And Pierre didn't make it at all; no visa, or no desire, depending on whose interpretation you picked up.

Meanwhile, certain people were putting it on the troops and the race went to Adolph Weil (pronounce it "Vile" and show some class), Sylvain Geboers, and Gerrit (despite everything). First American went to Mike Hartwig and Husky for a sixth. First Canadian was Vlastimil Valek in twelfth. Huh? Yeah, seems he'd got a Canadian license like Karsmakers got a U.S.A. one. And speaking of Pierre, at . . . LEXINGTON, OHIO; OCTOBER 7TH.

Pierre regained the series lead, in the most exciting Trans-AMA yet. It started with Roger doing the hole shot thing for the lead in the first moto. But that lasted exactly one lap. Heikki Mikkola scooted in front on the second go-around and left a hole big enough for Geboers and Karsmakers to slip through too. Then Heikki's Husky seized. It makes one wonder if grabbing the lead isn't a shortcut to mechanical diseases.

That left Sylvain up there, practically all alone — until Torlief Hansen came bombing into second place on his 450 Kawasaki. It was inspiration for Roger and he started pushing again and climbed back up to third, pushing Karsmakers back to fourth. That's the way it stayed until Roger caught his second inspiration and put the pressure on again. He roller-coastered into the lead. So the first moto finished (no pun intended, Heikki): DeCoster, Hansen, Weil, Karsmakers and Bauer.

In the second moto, the 250 motocross champion of the world did what comes naturally to him. This moto had started out as a Willi Bauer/Roger DeCoster thing for first, with a Wolsink/Schutz/Pomeroy/Andersson complication which was going on right behind them. The lead changed when Willi got Roger on the inside of an uphill turn, and Pomeroy (yea!) got Wolsink for third. That was fine with everybody except Roger and Gerrit, and except for Hakan An-

dersson. At that moment the 250 champeen did his thing and flew by everyone to get behind DeCoster.

The Ohio crowd loved it. The two world champions were right there. In front of them. Playing games with each other. On equal machinery. Pushing. Dueling. And gaining on Bauer as they went.

Then Andersson got DeCoster.

Then he got Bauer.

Bauer got him back.

Andersson did it again.

And time ran out for the Maico rider. He got stuck behind lappee Mike Runyard and it was all over. Behind Andersson's Yamaha and Bauer's Maico, DeCoster, Schutz and Pomeroy finished three, four and five.

The event — and fourth place in the Trans-AMA points — went to Roger DeCoster. Second fell to Bauer and Karsmakers got third and the series total so far. Andersson's tenth and first in the motos was worth a fourth overall for the day. Weil's fifth place (and Bauer's second) gave the series manufacturers' total to Maico, 80 points up on Suzuki and 144 over Yamaha.

Kawasaki's Torlief Hansen got seventh overall in Ohio; the big K's best place to date. Not too shabby for a factory that doesn't even have a racing program — but more about that later. At least, not until after . . .

WASHINGTON, INDIANA; OCTOBER 14

And Jimmy Weinert. Right; even though it was Mike Hartwig out of the gate to begin with, it was Weinert in third place to end with. So Hartwig and Weinert shared the honors of being the highest placed (real) Americans after the Indiana event.

Here's how it happened: Mike stepped out into the lead immediately. Christer Hamnergren and Jimmy were following him around at that point. Way back behind them was everybody else. Hartwig and his Husky held out 'til halfway through when he bumped someone he was passing and went down. He got back up in fifth and tried to fight his way back to the top, but crashed again in his superhuman — but not infallible, efforts. During the rest of the moto: Wolsink was holding off Karsmakers — until Jim Pomeroy fell and blocked Pierre's stab at first; Karsmakers, in turn, was holding off

Hakan Andersson; Andersson stayed in front of Bauer; and Jimmy was holding down fifth place.

Next moto saw another Husky grab the first lap lead. This time it was Gary Semics up front until Gerrit Wolsink passed. Weinert was third again — the first couple of laps, anyway. But then the sorting and eliminations started all over again. Pierre spent two laps in the pits getting a crash-crushed throttle repaired. Willi Bauer passed Jimmy. Gary Jones blew his second gasket of the day out of his Maico. (Yes, it was Maico all through the series for Gary, a Jones-sponsored Maico. The Honda ride was over.) Hakan Andersson and Torlief Hansen passed Jimmy. Brad Lackey dropped out. Arne Kring passed Jimmy. Rich Thorwaldson and Mark Blackwell tangled and went down. Jimmy lost another place to Adolph Weil. So it looked like it was going to be Wolsink, Bauer, Andersson, Hansen, Kring and Weil.

Then Wolsink's handlebars came apart and he went blam! on the ground. Everyone moved up a place. That gave Jimmy a sixth; it was worth a third overall and top American.

Of course when the points were totalled, Willi Bauer had the first place money and the Trans-AMA had Maico written all over it. The factory had a stranglehold on the manufacturers' points and Adolf Weil was in first with 410 to Karsmakers' 359 points.

Now, how about some warmer weather? Say . . .
FLOWERY BRANCH, GEORGIA; OCTOBER 21

Husky sponsored this Road Atlanta event, but it didn't do them much good. Mike Hartwig remained their most successful rider. His seventh overall at Road Atlanta was the best Husky performance, and his third back in Springfield stayed as the highest Husky finish in the series. Strange. They had Mikkola, then Kring, and Aberg, and Jon Johansson riding for them. For all it was worth, Husky should have paid Hartwig, Semics and Blackwell all the money they spent.

All that — despite Arne Kring's efforts in Georgia. Kring turned in one of the most spectacular rides in the Trans-AMA at Road Atlanta. He put his 360 in front when the gate

dropped and promptly disappeared. He went bananas. Kring was already lapping the slower folks by the fourth time past the start/finish line. And those slower folks included a brace of world champions and many, many more very heavy dudes. There was no contest.

Arne wanted a repeat for the next time out of the slot, but he was third into the turn. He topped his last moto ride with an equally spectacular endo when he tried to catch the Flying W Brothers, Weil and Wolsink. It put Kring out completely.

So Weil copped the big one again. Now it's halfway through the Trans-AMA and it's Weil, Bauer, Wolsink, Karsmakers and DeCoster for riders, Maico, Yamaha, Suzuki, Husqvarna and Bultaco for the Manufacturers' Cup.

Top American so far was Tim Hart, seventh overall with a fourth, a fifth, a tenth and two eighths in the events. Pierre was really top USA-resident, but Tim's teammate and Yamaha's Dutchman isn't a citizen. You know how long it took you to stop thinking of Peter Lamppu as a Finn? He had to give up Montesa and racing against Jimmy Ellis, and move to Sherman Oaks before you could accept him,



Mark Blackwell at Puyallup; his Husky was one of the many machines to fail in the Washington event.

right? Well, Pierre's got to go through the same naturalization process before people will stop referring to him as a semi-American.

Other stuff that happened at Road Atlanta: John DeSoto joined the series; Gary Jones showed up with a GP Maico; the snow fence got Gary as well as Arne Kring; Jim Pomeroy ran out of gas; and Weinert's Kaw seized. Oh well, there's always . . .
ORLANDO, FLORIDA; OCTOBER 28

And when it was over, it was Weil, Andersson, Geboers, Wol-



Ron Pomeroy and Ron Self in the Support class at Saddleback. Pomeroy and Self placed eighth and ninth in the series.



Tarao Suzuki rode his factory YZ to twelfth, eleventh and ninth in the only three events he entered.



Tony DiStefano gave CZ their best rides in the series, but the effort peaked early with a sixth in Philadelphia.

sink, Bauer — a very ordinary first five places for any '73 Trans-AMA race. The second five were Lackey, Weinert, Karsmakers, Semics and Lamppu. Now that's much more inneresting.

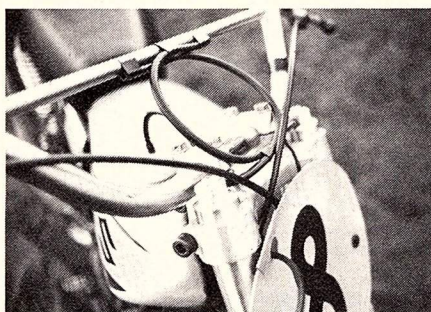
All this meant that — one — Pierre was now the U.S. Open Class Champion. The AMA immediately made up a rule that you'd have to be a citizen to be a motocross champ from now on. They don't do that in any of their other National championships; but then, the Grand National circuit includes some very non-foreigner-

type events, like short-trackin', TT and milin'. To wrap up this aside, the Open Class National standings at the end of the year were:

1 Pierre Karsmakers ... Yamaha	2659
2 Mike Runyard .. Suzuki	1427
3 Peter Lamppu Kawasaki	1126
4 Gary Semics Husky	1079
5 Brad Lackey . Kawasaki	999
6 Tim Hart Yamaha	888
7 Rich Thorwaldson ... Suzuki	769



Buck Murphy followed by a slightly-out-of-shape Billy Payne: Murphy went on and won the Support moto, a first-ever occasion for a 250 Penton.



We keep telling you that vented forks work best; Sylvain Geboers, we didn't have to tell.



Gerrit Wolsink rode to a fourth at Livermore. Although he won only one event, consistent high finishes gave him second place in the series.

8 Mike Hartwig .. Husky	756
9 Tony DiStefano CZ	566
10 Wyman Priddy Kawasaki	539

The placings at Orlando also meant that — two — thanks to Brad, Jimmy and Peter, Kawasaki had moved into fifth place in the Trans-AMA marque lineup.

Jimmy had been placing well when he didn't break, and he'd probably keep it up for the rest of the series. And maybe Bradley's sixth meant that he was on the move now. If both were true, there just might be the chance for Kawasaki to make a name during the 1973 Trans-AMA. They'd never beat Maico at this point, but second place — now, that was just barely possible. Consider the potential. Maico sells everything they can ship to this country, but that ain't a lot when you think about the size of the market. If Kawasaki could scoop the rest of the market. And with American riders yet.

HOUSTON, TEXAS; NOVEMBER 4

If that was Kawasaki's game plan, they must have gone wild that Sunday, because Jim Weinert pulled the trick of the year and put it on the Europeans. It should have made the front page of *Sports Illustrated*. He was now the first American to win a Trans-AMA race. Weinert, meet Pomeroy. Bimbo, meet Jimmy. Here, take this check for the purse, Jimmy.

It had to happen sooner or later. And it might as well happen in Texas.

Some credit the mud; after all, it rained before the event, rained during the intermission and rained some more during the second moto. It probably helped. So did the fact that the Europeans were beat by now; it'd been a heavy season back home this year and the Trans-AMA was eight races old. Eight races spread across a country as big as their home continent.

Enough excuses. 'Somehow, it still happened.

First moto: Jimmy's out there at the start, but right behind him are Weil, Pomeroy, Jones and Frans Karsmakers. Yes, Pierre's brother; doing his best yet. Weil was right on Jimmy in no time, and everyone figured it for another of our many American-first-in-the-first-few-laps scenes, but it wasn't. Jimmy held on, driving the #65 Kawasaki out of the corners first every time. Behind

the two, it was Jones and Kring. Jimmy was doing it smooth. Weil wasn't. And neither was Jones. Kring was berserk; a replay of Atlanta. He *would* get up front.

Instead, Gary blitzed Weil.

Hot damn! Two, TWO Americans up front! HOT RAINY, MUDDY DAMN! Go! Just GO!

It didn't last. Both Kring and Weil shot past Jones. Then Weil fell in behind Jimmy and waited. He did it, got past. And it looked like Kring might too.

Kring couldn't and Jimmy could. He got back out in front of the Maico. And then, on the last lap, Jimmy went down. They crossed the finish line in the drivin' rain: Adolf, Arne, Jimmy, Gerrit and Gary.

The rain forced an intermission and when it let up, the gate dropped for the International Class again. Kring, Pomeroy, Semics, Weil and Weinert into the first turn. And then Weinert started picking them off. So did Geboers. Geboers got there first. Then Willi Bauer moved up to the lead; right behind him was Jimmy. Weil was behind him. Then he wasn't; mud-jammed throttle did Adolf in. Then Bauer was out and Karsmakers passed Jimmy for the lead. But Jimmy just played it cool, knowing he had it in his pocket, if there're pockets in those green leathers. So it ended: Karsmakers, Weinert, Wolsink, Jones and Semics.

Overall, the soggy sheet read Weinert, Wolsink, Jones, Thorwaldson and Semics. Good enough to move the K to fourth place for the Cup; good enough to move Jimmy to first American in the series. Bitchen!

PHOENIX, ARIZONA; NOVEMBER 11

The Trans-AMA lapsed back into normalcy at Arizona. The Europeans paraded around to pick off the top spots just like they're used to doing. After the tally, it was Adolf Weil with a first for Maico again; a second and a first in the two motos did it for him. Karsmakers was back in form again too; enough to get himself and Yamaha the second place in the standings with a first and a third. Willi and Gerrit added to the Maico points at Desert Raceway. Willi by taking a third and a fourth; Gerrit with two fifths. Husky's Arne Kring scored a fourth and a fifth sixth to take fifth place.

1973 TRANS-AMA

	SPRINGFIELD NEW YORK	PHILADELPHIA PENNA.	COPETOWN ONTARIO CANADA	LEXINGTON OHIO	WASHINGTON INDIANA	FLOWERY BRANCH GEORGIA	ORLANDO FLORIDA
	SEPT. 23	SEPT. 28	SEPT. 30	OCT. 7	OCT. 14	OCT. 21	OCT. 28
1.	KARMAKERS YAMAHA	WOLSINK MAICO	WEIL MAICO	DECOSTER SUZUKI	BAUER MAICO	WEIL MAICO	WEIL MAICO
2.	DECOSTER SUZUKI	WEIL MAICO	GEBOERS SUZUKI	BAUER MAICO	ANDERSSON YAMAHA	ANDERSSON YAMAHA	ANDERSSON YAMAHA
3.	HARTWIG HUSKY	KARMAKERS YAMAHA	WOLSINK MAICO	KARMAKERS YAMAHA	WEINERT KAWASAKI	BAUER MAICO	GEBOERS SUZUKI
4.	WOLSINK MAICO	HART YAMAHA	MIKKOLA HUSKY	ANDERSSON YAMAHA	WEIL MAICO	WOLSINK MAICO	WOLSINK MAICO
5.	HART YAMAHA	POMEROY BULTACO	BAUER MAICO	WEIL MAICO	SCHUTZ MAICO	DECOSTER SUZUKI	BAUER MAICO
6.	POMEROY BULTACO	DISTEFANO CZ	HARTWIG HUSKY	POMEROY BULTACO	VEHKONEN MONTESA	KARMAKERS YAMAHA	LACKEY KAWASAKI
7.	JONES MAICO	CHAPLIN HONDA	DECOSTER SUZUKI	HANSEN KAWASAKI	HAMMERGREN YAMAHA	HARTWIG HUSKY	WEINERT KAWASAKI
8.	SEMICS HUSKY	THORWALDSON SUZUKI	POMEROY BULTACO	SCHUTZ MAICO	HART YAMAHA	HART YAMAHA	KARMAKERS YAMAHA
9.	HARRIS MAICO	HARRIS MAICO	ABERG HUSKY	WEINERT KAWASAKI	SEMICS HUSKY	JONES MAICO	SEMICS HUSKY
10.	THORWALDSON SUZUKI	COOKE KAWASAKI	WEINERT KAWASAKI	HART YAMAHA	WOLSINK MAICO	LACKEY KAWASAKI	LAMPPU KAWASAKI
11.	ABERG HUSKY	LAMPPU KAWASAKI		RUNYARD SUZUKI	POMEROY BULTACO	RUNYARD SUZUKI	HART YAMAHA
12.	FRANKLIN MAICO	BAUER MAICO		THORWALDSON SUZUKI	KARMAKERS YAMAHA	SEMICS HUSKY	JOHANSSON HUSKY
13.	STACKABLE MAICO	DOERSCHUK CZ		LAMPPU KAWASAKI	HANSEN KAWASAKI	POMEROY BULTACO	WRIGHT CCM
14.	COOKE KAWASAKI	PESCE		DEFEO MAICO	RUNYARD SUZUKI	HAMMARGREN YAMAHA	THORWALDSON SUZUKI
15.	LAMPPU KAWASAKI	VEHKONEN MONTESA		CHAPLIN HONDA	WRIGHT CCM	COOKE KAWASAKI	RUNYARD SUZUKI

SCOREBOARD

HOUSTON TEXAS	PHOENIX ARIZONA	PUYALLUP WASHINGTON	LIVERMORE CALIF.	ORANGE CALIF.	FINAL STANDINGS
NOV. 4	NOV. 11	NOV. 18	NOV. 25	DEC. 2	
WEINERT KAWASAKI	WEIL MAICO	KARSMAKERS YAMAHA	DECOSTER SUZUKI	WEIL MAICO	1. WEIL MAICO
WOLSINK MAICO	KARSMAKERS YAMAHA	WOLSINK MAICO	WEIL MAICO	DECOSTER SUZUKI	2. WOLSINK MAICO
JONES MAICO	BAUER MAICO	BAUER MAICO	BAUER MAICO	KARSMAKERS YAMAHA	3. BAUER MAICO
THORWALDSON SUZUKI	WOLSINK MAICO	HART YAMAHA	WOLSINK MAICO	BAUER MAICO	4. KARSMAKERS YAMAHA
SEMIC HUSKY	KRING HUSKY	MASUDA SUZUKI	SCHUTZ MAICO	WOLSINK MAICO	5. DECOSTER SUZUKI
JOBE MONTESA	HART YAMAHA	THORWALDSON SUZUKI	THORWALDSON SUZUKI	THORWALDSON SUZUKI	6. ANDERSSON YAMAHA
HOWERTON HUSKY	LAMPPU KAWASAKI	LAMPPU KAWASAKI	STATEN MAICO	LACKEY KAWASAKI	7. HART YAMAHA
HARTWIG HUSKY	JOHANSSON HUSKY	RUNYARD SUZUKI	LACKEY KAWASAKI	MASUDA SUZUKI	8. WEINERT KAWASAKI
TRIPES HONDA	GEBOERS SUZUKI	JOHANSSON HUSKY	WEST HUSKY	SUZUKI YAMAHA	9. THORWALDSON SUZUKI
HART YAMAHA	THORWALDSON SUZUKI	STACKABLE MAICO	JONES MAICO	STACKABLE MAICO	10. GEBOERS SUZUKI
LAMPPU KAWASAKI	SEMIC HUSKY	WEST HUSKY	SUZUKI YAMAHA	CHAPLIN HONDA	
CHAPLIN HONDA	SUZUKI YAMAHA	SUZUKI YAMAHA	KARSMAKERS YAMAHA	RUNYARD SUZUKI	
LACKEY KAWASAKI	STACKABLE MAICO	LACKEY KAWASAKI	DEFEO MAICO	HART YAMAHA	
BLACKWELL HUSKY	RUNYARD SUZUKI	KRATZEN YAMAHA	LAMPPU KAWASAKI	SEMIC HUSKY	
RUNYARD SUZUKI	JONES MAICO	SEMIC HUSKY	WRIGHT CCM	SCHUTZ MAICO	

Buck Murphy and his flying Penton.



Little interest was added to the points race. It was still Maico and Maico riders out in front.

The only thing out of the ordinary was a complete bummer. It was a pair of crashes for Jimmy Weinert. The first took place in practice and put three spectators in the hospital. The second crash put Jimmy out for the rest of the season.

Somebody has got to smarten promoters up about safety before some legislator puts motocross out of business.

PUYALLUP, WASHINGTON; NOVEMBER 18

Things were pretty much settled by the time that the Trans-AMA got to the West Coast and the last three rounds. Weil had 158 points on Wolsink; Wolsink had 106 on Bauer; and Karsmakers was 39 more behind him. Maico had piled up nearly 400 points on Yamaha. Jimmy Weinert was out. Heikki Mikkola had gone home. The Kawasaki effort had just about dried up. It didn't look like Pomeroy and Bultaco had a chance to pull anything off. Hakan Andersson went back to Sweden. Vehkonen and the Montesa took a vacation. Even the track was uninspired. Just a few artificial jumps and a lot of straights connected with tight corners. Snow fluttered now and then. Some of the European stars muttered. That was it.

The track forced nearly everyone into a follow-the-leader thing, with Wolsink as the leader. Mike Hartwig moved his 360 Husky around rapidly behind Gerrit. On back, it was usually Karsmakers and DeCoster, then Bauer, Pomeroy (the Washington crowd's favorite son) and Geboers.

Hartwig bobbled and let Karsmakers and DeCoster past, but he continued in fourth — until he ran out of gas two laps from the finish.

Then Jim Pomeroy made his move. He drove under Bauer to take fifth and was still charging when his rear wheel came apart. Then Roger's chain came off at the white flag and the rest of the field rode in. Eliminations had moved Tim Hart up to sixth and first American.

Jim didn't make the second moto; seems that more than a wheel was required to shape the Bul. So into the first turn went Weil, Geboers, Wolsink, Hart and almost everyone else.

That lasted a short time until people started getting pumped, dumped and just plain broken. Brad Lackey took Tim and moved into fourth place. DeCoster got past Hartwig and began pushing. Brad went down and hurt his hand. Tarao Suzuki went down in front of Adolf and got used for traction. Koji Masuda passed Willi Bauer. These two are factory riders at home and they'd showed up to see what goes on in American races. Karsmakers' expansion chamber started parting. Then Geboers' rear wheel did it, not quite as good as Pomeroy's, but enough to let Weil win the moto.

Thanks to almost everyone breaking one thing or another during the motos, the money got spread differently than the moto wins. Pierre got first by riding hard enough to score second twice in the



Bruce Baron unloads off his YZ at Saddleback during a Support moto.



Brad and Thor in the pits at Livermore.



John DeSoto tried hard on this GP-framed Maico during the last event. He banzaied each start, but fell behind the leaders after the first laps with mechanical bugs.

heats. Wolsink and Bauer were second and third. First American was Tim Hart, and he was first in the series too, and unlikely to be topped now. Fifth overall went to Koji Masuda who had bagged a fifth and a sixth in the motos.

The series moved on to California, but not to any sunshine. Next was . . .

LIVERMORE, CALIFORNIA; NOVEMBER 25

Where more than one motocrosser wanted to make it a lie that the series was wrapped up. Gary Jones jumped into the lead at the start, followed by Gary Semics — who apparently was up for outdoing his past rides and putting it on all those Europeans and that group of Californians who wanted in on the Trans-AMA act. It was going all right for the two of them until Weil took the lead, passing them both in one long bid for the front.

The three did the circuit in that order for a bit — and suddenly there was Pomeroy. Pomeroy on a 360 Pursang, not the 400; a California-tuned job that he must have adapted to instantly. He drove on up to Weil and pushed a little. Adolf gave a lot; he crashed.

Now it's Pomeroy way out in front, way out. Other people are crashing back there, but not Jim. Not Jim. Is it possible that an American can win another Trans-AMA? Weil has worked his way back up to second and Roger DeCoster is behind him, but there's no chance that Adolf can get that Bultaco. Pomeroy has got the moto.

But he doesn't.

It seized.

Weil and Roger went on by. Behind them, so did Jones and Karsmakers. And behind them, Bob Wright! He's sort of an English version of Tony DiStefano: steady, a finisher, part of the background. But on a CCM? A Clews four-stroke? Gotta admire the man.

The second moto is off and it's Sylvain Geboers, Weil and John DeSoto into the hairpin. Then Pomeroy. Heavy-duty!

But let's wait and see.

Yes, John's CZ is already coming apart. And Jim is already passing Weil and after Geboers. It ain't worth anything now, but go do it anyway, Jim. He does, and Pomeroy is fronting it again. Good enough, until he eats it big. Damn.

So it settles down to Roger and

Adolf once more. Roger wanting to show what makes a world champion. Adolf trying to demonstrate that he could be — if the Maico would be.

Sylvain is behind them a ways. Bauer is behind him. Wolsink is next, and he's barely in front of Rex Staten, one of those Californians who want in. The next batch is Werner Schutz, Brad Lackey and Bob Wright again.

Then it goes this way: Staten starts to fade; Schutz gets passed up by Wright and Lackey; Karsmakers and Jones try to push into the front-runners, but tangle, go down, get pissed (later the AMA considers "punitive action"); Wright's basic English bike expires; and Roger slips under the one-lap-to-go flag and Adolf, and stays there.

It's over.

Roger, two and one for first; Adolf, one and two for second; Willi, six and four for third; Gerrit, nine and five; Werner, eight and seven; that's a Suzuki followed by four Maicos.

Then it's Thorwaldson, Staten, Lackey, Jim West and Jones. That batch is all Californian. It's also Suzuki, Maico, Kawasaki, Husky and Maico. There must be *beaucoup* bucks worth of GP Maicos on this year's circuit.

Anyhow, there can't be many surprises left, so let's boogie down to Saddleback for the last one. The semi-Trans in Hawaii flopped when the promoter couldn't front the money, so this one is the last and it's in . . .

ORANGE, CALIFORNIA; DECEMBER 2

First off, it'll be no surprise to know that the five guys in front at the end of the day were Weil, DeCoster, Karsmakers, Bauer and Wolsink. Rich Thorwaldson and Brad Lackey were next. Then there were some new names: Koji Masuda on Suzuki, and Tarao Suzuki on a Yamaha, and then Austin's own Steve Stackable on a Maico for tenth place.

Some changes had taken place for this event, but nothing of earth-shaking importance. John DeSoto left CZ and was now mounted on a DIRT BIKE/Mike Chamberlain-sponsored Maico. Jimmy Weinert did the announcing thing for the audience. Gerrit Wolsink's rumored play to take the series lead never happened. And the AMA



Half-time entertainment at Saddleback: The Monohan/Ramsden Honda-Wasped Palfreyman/Gardner's Triumph rig for the win.

warned the riders that ganging up on Pierre Karsmakers in response to any bar-banging would be frowned on hard.

The first moto pattern established back when went off as expected: Gary Jones punched out of the gate and up the hill in first. Weil, DeCoster and DeSoto were right behind him. Geboers, Wolsink and Bauer followed. Jones stayed in the lead, but DeSoto didn't come 'round for the second lap. Brad and Koji Masuda moved up on Bauer. DeCoster passed Weil on an uphill and Jones on the jump right after. Then it settled down; to place well, the Europeans had to pass Gary, so they did: Weil first, then Geboers, then Karsmakers coming from way back and a poor start, then Wolsink. Gary finished tenth that moto.

Gary didn't do it again when the gate dropped for the last moto of the Trans-AMA; otherwise things were quite ordinary: DeCoster, Weil, Geboers, Schutz, Masuda, DeSoto,



Thorwaldson, Karsmakers through the right-hander after Banzai Hill; Weil, DeCoster, Geboers, Schutz, Thorwaldson, Karsmakers, Lackey, Bauer a lap later.

Geboers' Suzuki fractured.

Werner Schutz fractured his leg — but hung on to an eighth.

Thor and Brad diced it up a while until Brad dropped off the pace. So it ended with Adolf first, Roger second, Pierre third, Willi fourth and Thor fifth, same as the overall standings except Wolsink — not Rich — had fifth overall.

It was over with.

Based on the ten best performances, the standings had Weil (1150) over Wolsink (956) over Bauer (887). First non-Maico was rider Pierre Karsmakers in fourth. First American was Tim Hart in seventh.

What did it all prove?

Lots of things.

That American riders aren't nearly as shabby as we used to be. Look at the year: the Spanish GP; the Houston Trans-AMA; seventh, eighth, and ninth places in the series ahead of some *real* motocrossers like Geboers, Aberg, Kring, etc. That's the best thing right there!

It also proved that one-man teams don't make it. No matter how good the man and the machine. Pomeroy and Bultaco never really had a chance.

The Trans-AMA — and the whole season as a matter of fact — pointed out some oddities too. Kawasaki had a halfhearted effort going this year. They didn't really try to sell any motocross bikes. And they didn't really import any world-class talent. They went to the ISDT, but didn't try to win it. They kept saying that the races were research and development. And they almost walked away with it all. They got third, fifth and tenth nationally, won a Trans-AMA, took fourth in the Manufacturers' Cup with American riders, and they're throwing it all away. Next year the team is Jimmy Weinert. Everyone else is out. Don't they know what they could do next year?

And the Trans-AMA proved — once again — that the little German factory can put it on the big bucks factories. One, two and three this year. Odds on Yamaha and Suzuki World Championships next year fall after every Trans-AMA. ♦

Bauer - second best in the whole world.



AMERICA'S NEW FUN GAME...

NAME THAT WIDGET!

How many of these fotos can you identify.
Match witz with Rondo Talbot

Let's see just how sharp you really are. You say you've been around dirt bikes for some time now and you can tell a Greeves piston from a Bultaco piston with your eyes closed, eh?

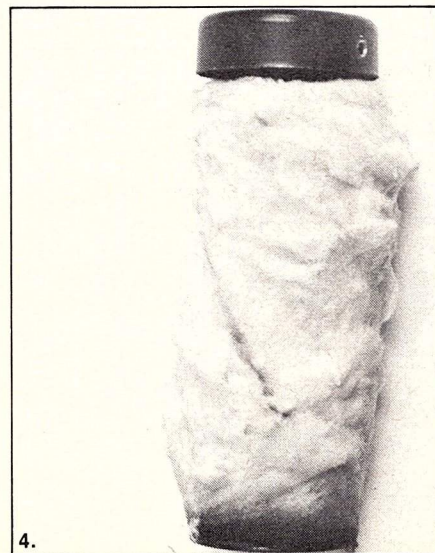
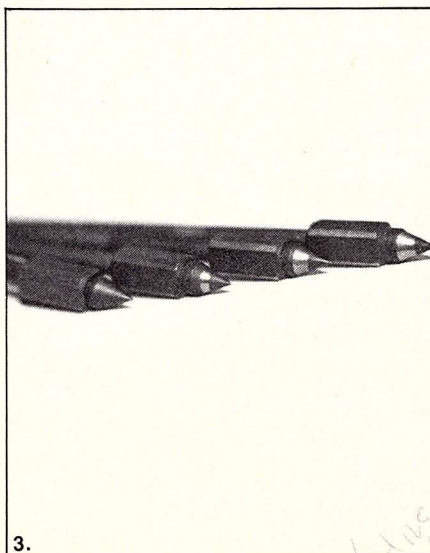
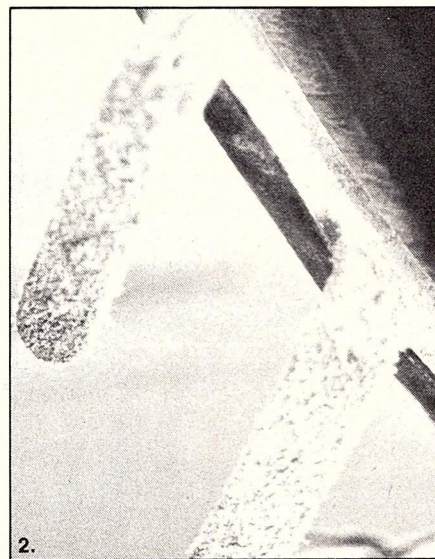
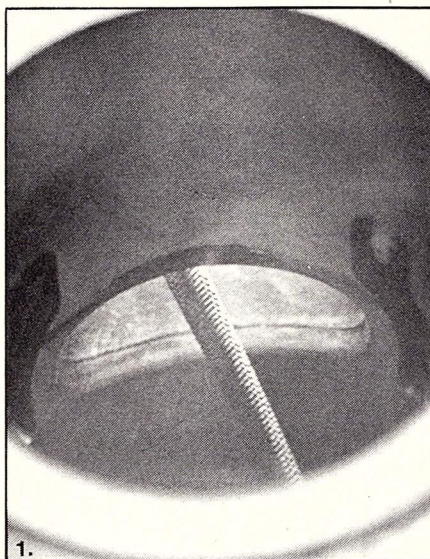
And you're one of those guys who can tell what kind of a bike it is by the sound of the exhaust. Not only that, you know the year, brand and model of anything you see on two wheels.

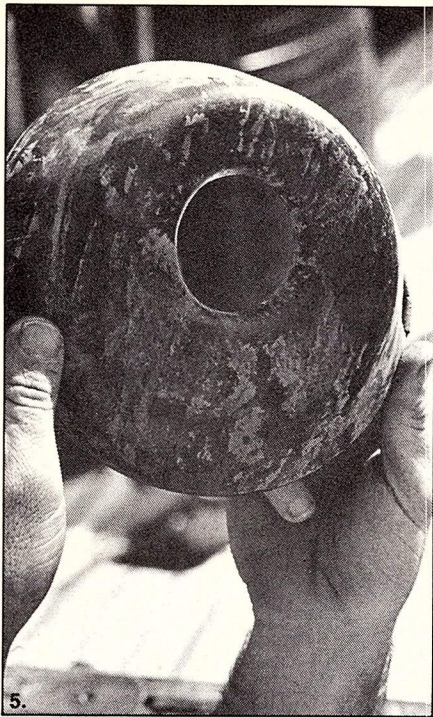
To which, we can only ask the musical question — oh yeh? Take the following test (no cheating puh-leeze), then turn to the appropriate page with the answers. There are 16 questions in all. If you are skillful enough to name all of the items correctly, you are extremely knowledgeable and can carry on at least a seven-minute conversation with Gordon Jennings without barfing.

If you get ten correct, you are fairly savvy and probably a wonderful and warm human being.

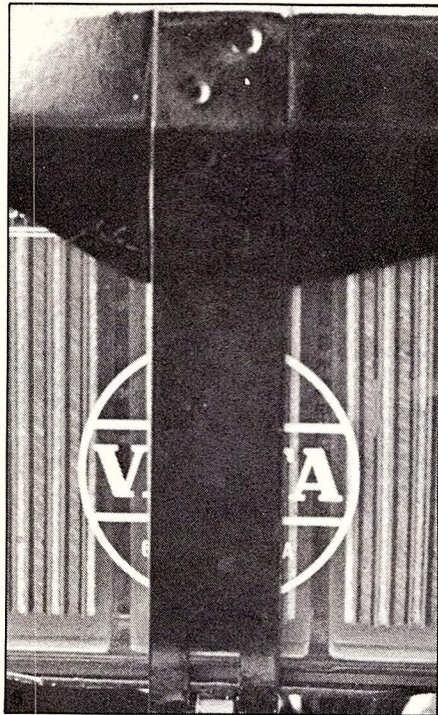
If you get less than seven, we think you ought to sit down and re-read all your back issues of DIRT BIKE. Lord knows, you'll need the help. Anyways, lotts a luck — and don't cheat.

by Rondo Talbot
Don Phillipson
George Wegner

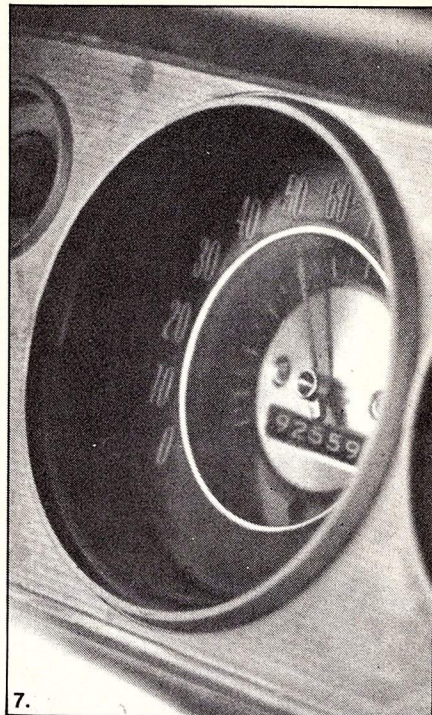




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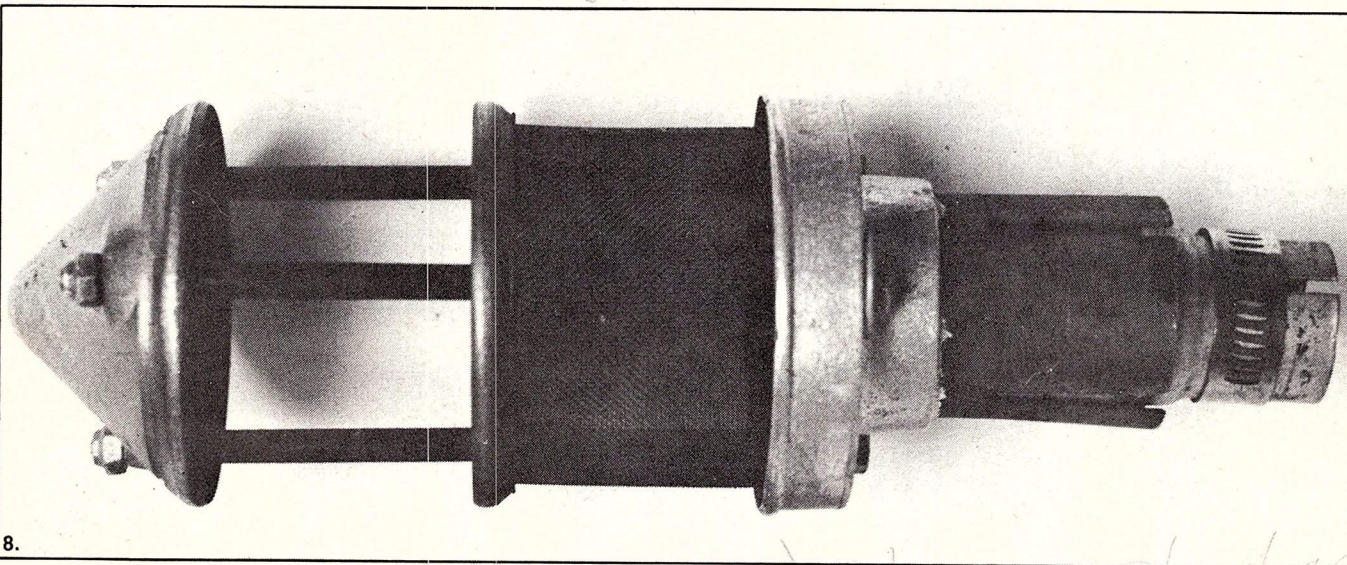


C2 Friction

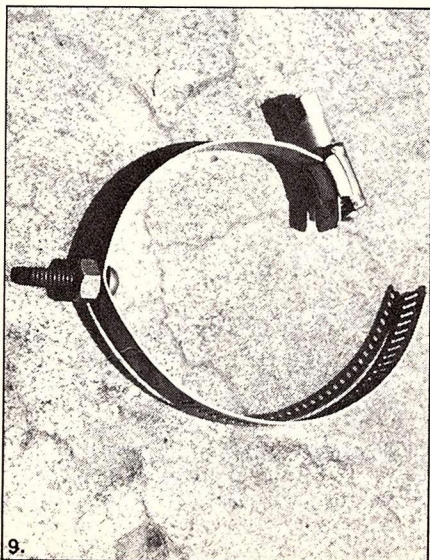


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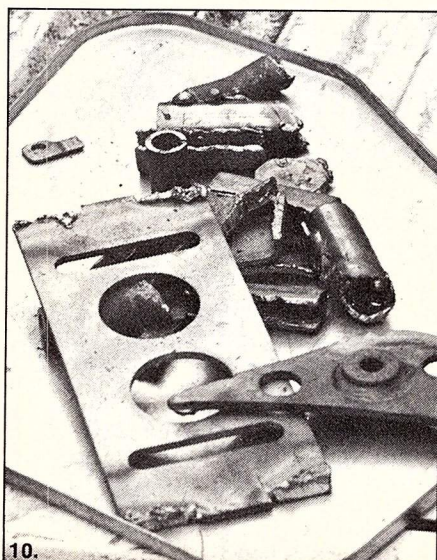
51 Camshaft



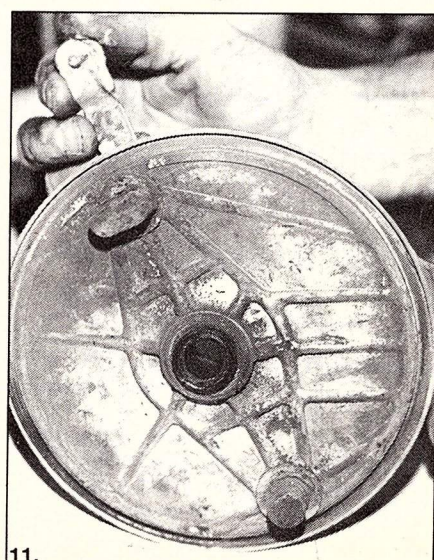
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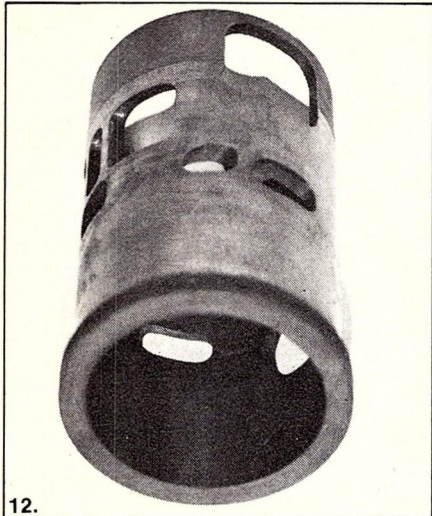
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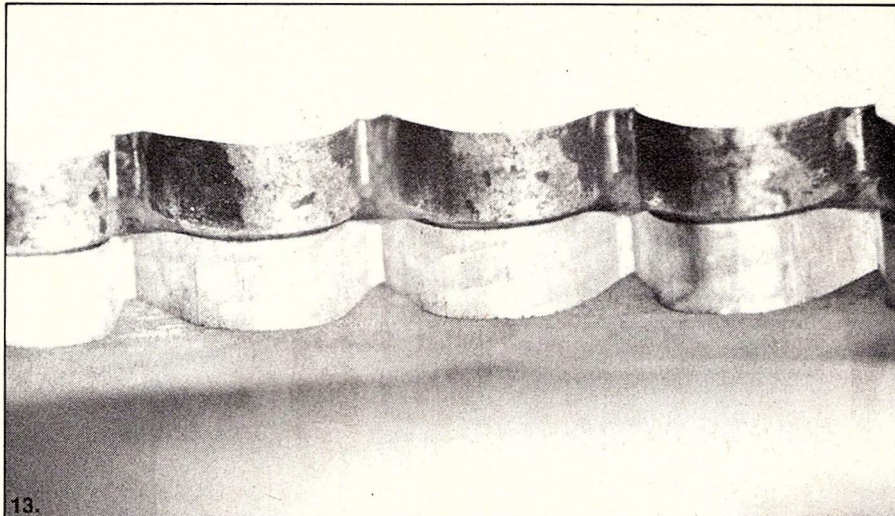
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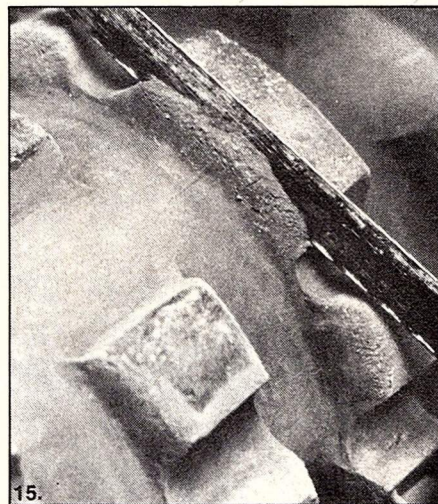
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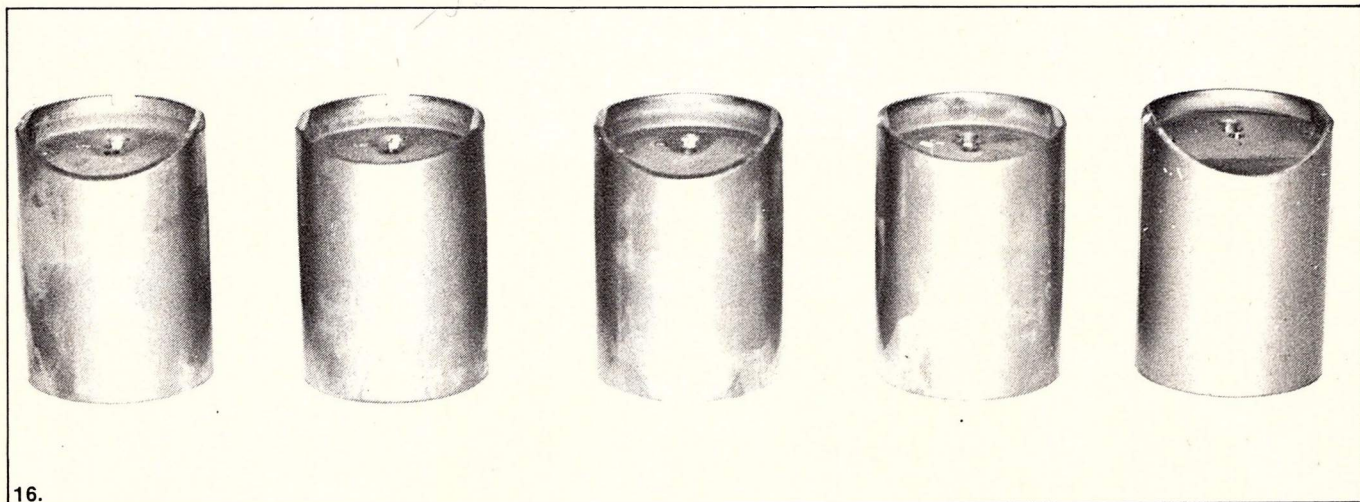
13.



14.



15.



16.

ANSWERS

1. This is a close-up of a rattailed file busily at work in the port of a Bultaco.
2. Strange looking items are the inside of a Wirges bolt-on muffer.
3. A selection of Bing float needles get the close-up lens.
4. Fuzzy looking ball of fluff is really the inside of a Wirges bolt-on muffer.
5. Obscene appearing object is in reality a Suzuki 400 air box part.
6. Seldom seen battery on a DKY 125

7. Dash of the Great Yellow DIRT BIKE Truck as it appears from the passenger's side.
8. Rare shot of the guts of a Murphy muffer.
9. Aha! Fooled you. This is not a mere hose clamp; this one holds a number plate on a fork leg. See the little bolt?
10. Would you believe this all came off the underside of a Hodaka in the process of lightening the bike? It's true.

11. Rear backing plate from a 1969 Husky.
12. Yet another Husky component — this one a sleeve for the cylinder.
13. Two sprockets — one lying on the other. Side view.
14. A real stumper — broken big end of a Husky rod.
15. Extreme close-up of a rider sawing the knobs on his tire.
16. Five Bing carb slides all in a row.

AS THE WORLD TURNS

CRASH AND BURN SPECTACULAR

by various people and various bike and body parts

You asked for it, you bloodthirsty fiends

You asked for it, people. Yup. You bloodthirsty freaks out there who read DIRT BIKE have demanded more and more Crash and Burn shots than anything else.

Do you want more tech articles? No!

Do you want to learn how to ride on slippery off-camber hills in a rainstorm? Nope!

How does a carb mix air and gas? You don't even care.

All you demented people want are crashes and more crashes. Quite frankly, you're weird. But then again, you guys pay the bills. Without you, we'd all be selling dope to boy scouts or something equally as foul. So, you win.

Here is our Annual Crash and Burn Spectacular. Now maybe you'll leave us alone for another year.



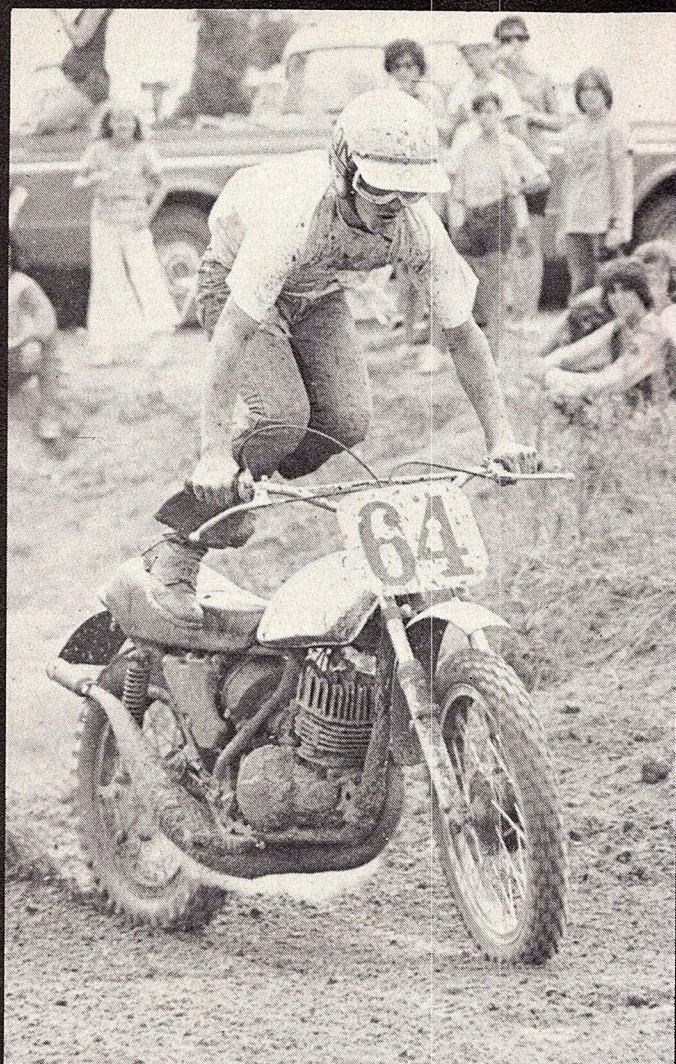
The ultimate C & B of the year. This Yamaha rider is about to be eaten alive by his motorcycle. Spine-tingling photo by Tom Reedy of Baltimore, Maryland.



Bikes get into the act, too. This PROTO PHOTO by Jed St. Henri catches the magic moment of amphibian entry.



Another Wiley Williams photo — this one actually in focus. Apparently, the rider feels he can still save it.



Some Crash and Burns can be saved, but sometimes the scare factor is worse than the impact. Ask this petrified Suzuki rider how he felt at this decisive moment. Wiley Williams photo.



Yet another Wiley Williams photo! Is that all the man does? Either this CZ rider has been watching too many Gene Autry movies, or he's in a world of camel dung.



Psychological hangups are exhibited by the rider in the background. He has seen the clumsy crash in front of him and has fallen for no apparent reason. The rider in the Mark Trail Replica racing shirt wishes he was somewhere else at the moment. Tom Reedy photo.



YOU CAN'T RIDE IT SLOW

WHAT IT'S LIKE TO RIDE A G.P. MAICO

Lean forward and gas it
by the Staff of DIRT BIKE

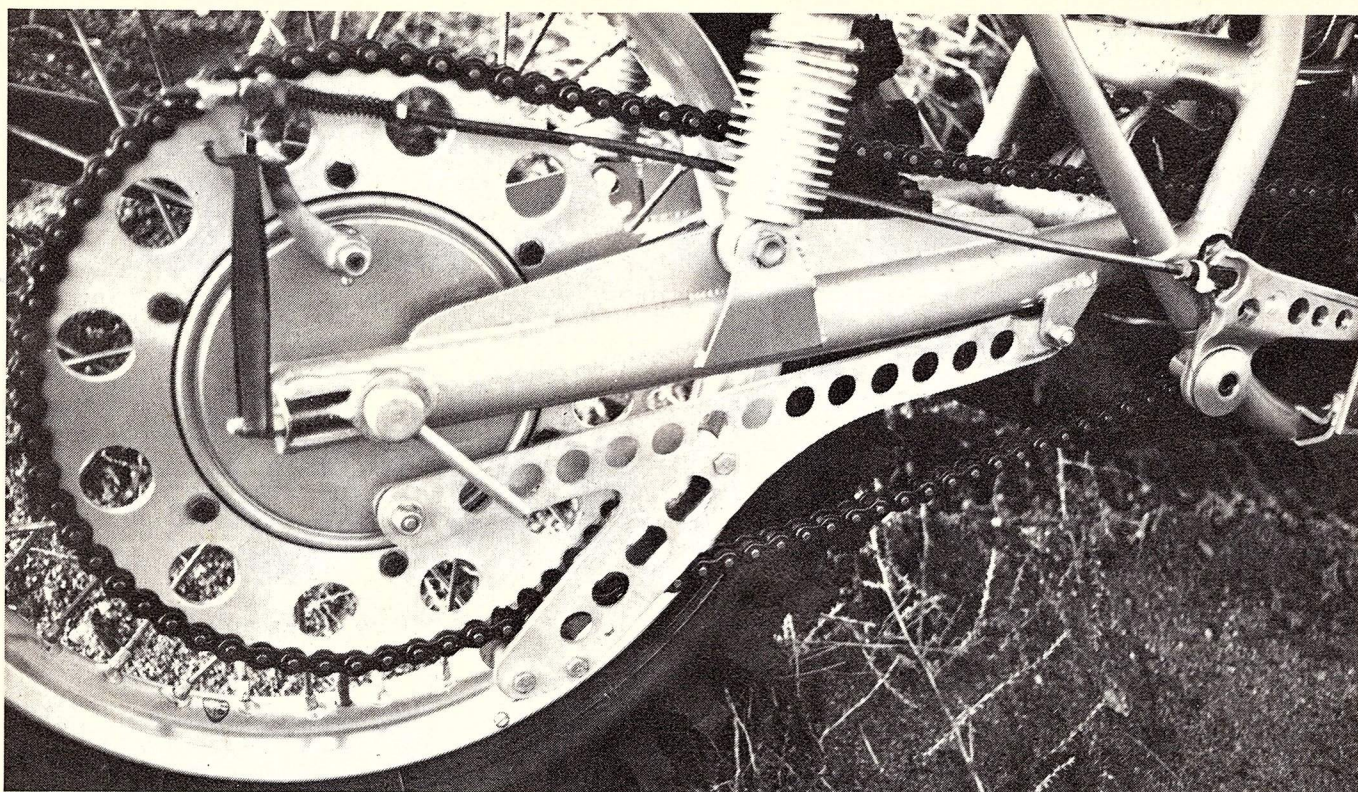


How good are they? Do they really turn a rider into an instant pro? Are they completely forgiving? Buckets of horsepower? Titanium engines and all that?

Curious? So were we — and that's why we got hold of a genuine Grand Prix replica Maico and rode it. The bike was Billy Payne's Open class mount and it had the exact factory modifications that the German teamsters were using during the world chase.

Of course, there are differences between the G.P. replicas and a stocker. After much poking and prodding, here's what we found.

A stock chassis gets the forward mounted shock treatment and a special set of shocks are utilized. We are not at liberty at this time to tell you about these shocks, but they are even better than the equipment used during the European season. They've been developed in the last few weeks and seem to be the answer to damping going away. Even the regular G.P. Maicos had shock problems after 30 minutes into a 45-minute moto. Don't write us and ask us what the secret is, because we are sworn to



Beefed-up swingarm and forward mounted shocks are the big single difference between the stocker and the special.

silence.

Naturally, the swingarm gets considerably beefed up when the forward shock setup is used. (See our tech article this issue for the details.)

The engine is a standard 400 that has been blueprinted to factory specs. This simply means that the ports have been carefully measured (and altered if necessary) to become exactly what the original dimensions call for. No radical cutting, raising or lowering of ports is done. Most production barrels vary slightly in the manufacturing process. Not enough to greatly affect performance traits for the average rider, but enough so that it can mean a difference of three to five ponies in a finely tuned 400cc motocrosser. And three to five horsepower can mean several positions' difference in the all-important first turn.

All of the G.P. bikes have a welded-on silencer for this country and many of the bikes are sporting a Wheelsmith pipe or its equivalent. Head length and belly/cone size are very close to standard.

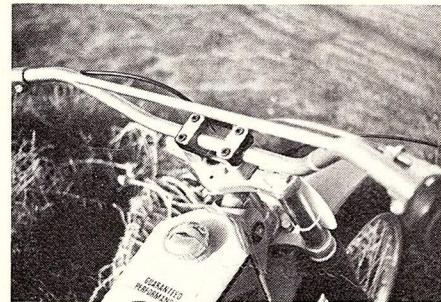
Even among the factory riders, differences in front and rear hubs are commonplace. Some of the factory riders prefer a magnesium copy of the aluminum stocker, while other riders like Werner

Schutz prefer the more reliable (but slightly heavier) off-the-shelf item. Many American riders use a Yamaha front brake and the bike we rode had one. The combined front wheel package is two pounds lighter with the Yammie front hub than with the Maico front hub. Both wheels on all of the bikes sport the highly popular DID rims. These seem to have rather quickly become the new standard of the game.

You will usually not find standard axles on any Maico G.P. bike. While they work satisfactorily for normal riding and racing conditions, the top liners find they bend frequently. Chrome moly, drilled units get the nod.

Even though the stock 400 clutch has a light pull, G.P. bikes run the smaller 250 clutch. Its pull is discouragingly heavy, but it is quite reliable and is not needed when shifting. This slight decrease in spinning weight also lets the engine gain revs faster, with a little less vibration.

Because of the rear end chassis modifications, it's necessary to fit another still air box. Some of the riders merely have a standard air box slimmed down and contoured to allow for the increased wheel travel, but some run a slightly modified CZ box. Everybody runs the thick seat that became standard this



year; and most riders add some cleats to the standard pegs.

The balance of the changes to any G.P. machine are largely cosmetic, or those based on rider preference. Some guys like wider bars than others, etc. Most G.P. riders prefer the metal tank simply because it will not break or split in a fall as easily as a fiberglass tank.

Other little touches include nuts and bolts 'n brackets here and there made of aluminum or titanium. Regina Extra or Diamond chain is a favorite with not only the German team, but many of the other top liners as well.

Final weight of the bike with no gas in the tank, but oil in the forks and gear box, is right around 220. Of course, this will vary slightly from bike to bike depending mostly on what personal things the riders might desire.

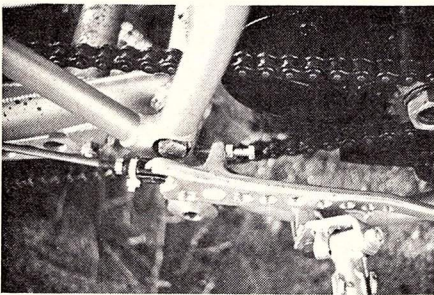
To convert a standard 400 Maico to a Grand Prix Maico (at least in



performance — if not appearance) should cost the enterprising rider about \$250 if he bought everything retail. This, of course, does not include cutting and welding on the frame and swingarm. That goes for \$75 at Wheelsmith Engineering for the whole shot. The other appearance fluff (tank and such) will cost almost as much as the stuff that does all the work.

OK. Now you know just what the bikes are like. Mostly, it's attention paid to details and lightening in unsprung weight areas. The big thing — the one slammer that makes the difference — is the forward mounted shock setup. We have had the opportunity to ride plenty of other Maicos that have had everything else done to the bikes mentioned here with the exception of the shock modification, and they didn't even perform in the same ballpark as our test bike.

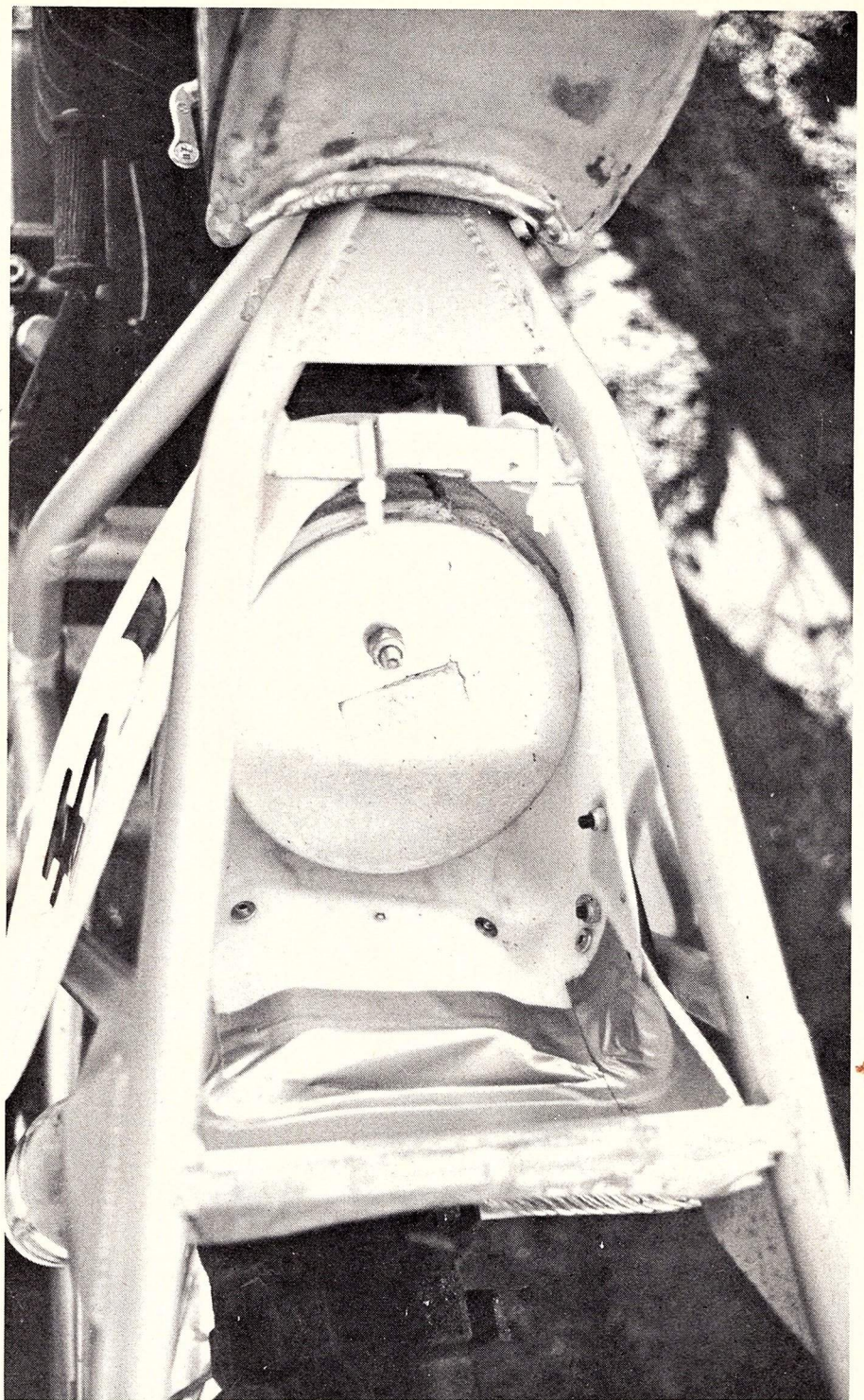
Which, naturally, brings us to the burning question: "Dammit, DIRT BIKE, will you knock off all the technical crap and tell us what the



thing was like?" Certainly. Thought you'd never ask.

Sling a leg over the G.P. Maico — and you'll probably hook your foot on the back edge of the saddle and fall on the ground. Then the bike will fall on you. An awkward start, eh? The bike is tall in the saddle. Enough so that those under six feet tall will have to make a conscious effort when climbing aboard. A Pursang it ain't.

Hokay, So climb aboard anyway and take stock of what it feels like. Frankly, it feels awkward as all hell. You feel as if you're sitting right on top of the front end. The forks appear to be dangling straight down from your crotch. When you place your hands on the wide bars, you are forced forward on the bike. So much so that you are perched on the forward edge of the seat. Now you see why the low shape of the gas tank is so necessary.



After frame has been cut, standard air box will not fit. A slightly cut CZ unit will do the job.

Unless you are very skillful with the left foot, you'll have to dismount to kick the bike over. None of the G.P. bikes have a compression release in the barrel like the standard machines, so a healthy boot is required to get the thing lit. If you do not have at least half throttle when you whack the kickstarter, any one of two things can happen. It can bite back and rip your shin off in one clean arc. Or it can shear the kickstarter shaft off.

Be warned.

Liberal flooding helps if the bike is the least bit cool and a positive drenching is needed when cold. Once the fire is lit, the bike coughs and blubbers for a few minutes until the metal is happy. It's fairly quiet for a racing machine.

Squeeze in the very stiff clutch lever and grind the sucker into low. It will grind the first time, no matter how careful you are. Ease the clutch out and forget it for the bal-

ance of the ride.

First gear is not all that impressive and winds out quickly, but the surge in second is very satisfying. Shift up to third and nail it. The intake tract lets out a moan and the Maico starts pulling. Harder than it did in second. Slip it into fourth early and grab some more throttle cable. More moan and even more smooth powerful surge. There is no one single spot in the powerband where the engine seems to come on the pipe. It's the same everywhere.

After a few initial laps to get the feel of the bike, we started to push it. Those first few familiarization laps were very, very uncomfortable

few more passes through the same turn gave the same impression. Very comfortable, but not really confidence-inspiring. The machine seemed to be hunting and moving around.

C.H. Wheat from Cooper Motors (the Maico people) waved us in and gave one of those "c'mere, boy, I wanna talk at you" looks. "Look," he said, "you've got to enter the corner and right before the apex, nail it hard. You can't ride the bike slow. Just hit it and let the bike do the rest." Humpph. Easy for you to say, C.H. It's my ass they're gonna put into a stretcher. Oh well. The corner didn't have any rocks in it

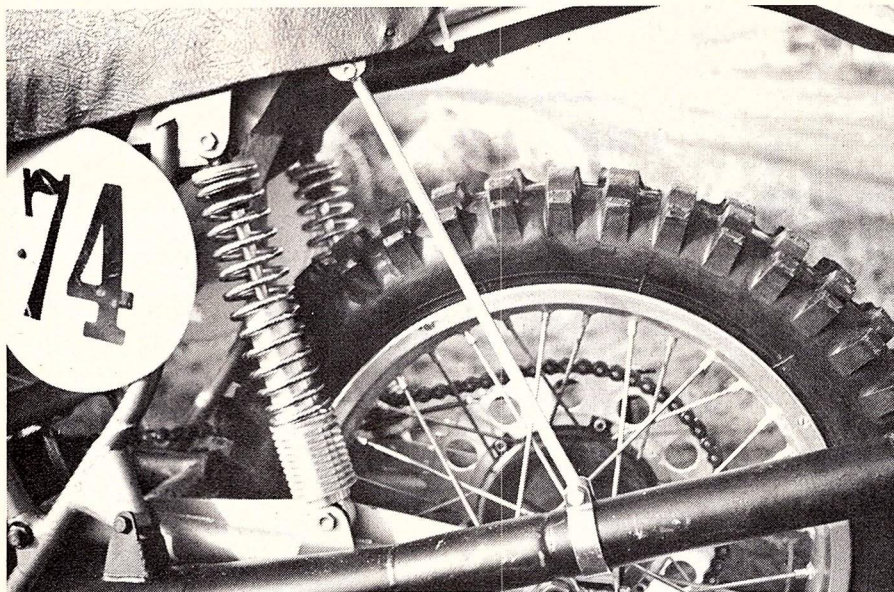
broaden his horizon somewhat and try a right-hander. They have those, too, ya know.

Same beautiful reaction. Fantastic. The harder you stuff it into a turn, the more you roll on the throttle and the quicker and smoother you get through and out of the turn. Scary. A look at C.H. showed this big dumb smile like a used car salesman who just sold an Edsel for a thousand over Blue Book value.

We just started boogying around the course. And boogying. And boogying. Suddenly, the thought got rammed home. No longer was it uncomfortable on the bike. Now the exaggerated forward position seemed like the rightest thing in the whole world.

The worst part was not knowing just where your new limits were. That day, we went through corners faster than we ever have in our whole life and at no time did the bike ever get out of shape.

Once in a while, when getting into a sweeper a little too hot, the back end would creep out, but as



Don't ask us about these shocks — but they work.

able. Seating position felt way too far forward. The feeling was so severe that it gave the rider the disquieting sensation of going over the bars when decelerating. If the rider attempts to put his feet down, it feels like the wrong thing to do. And it is, we were informed later. The bike felt a great deal like it had a flat rear tire on our warm-up laps and we looked back to check several times.

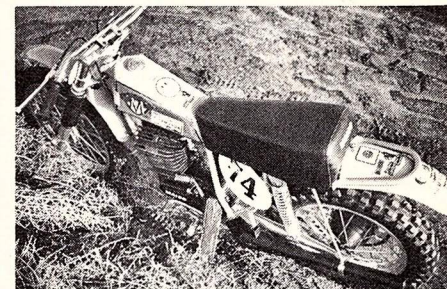
Whatever. There's only one way to find out how the thing works and that's to press it. A bumpy straight with a left-hander at the end was the first experiment. Plenty of room to leave the course if an error was made. The ripple-bumps were not even felt as we approached the turn. Down two gears and roll the throttle on gently. Hmmm. Even though the turn was bumpy, nothing came through the bike to the rider. The bike seemed to want to go wide and climb out of the turn. A

and it was soft and loamy. What the hell.

Same corner. Same bike. Same entrance speed. Same line. New-found fear. Right before the apex of the turn, the rider honked on the throttle and braced. Before realizing what transpired, he was through the turn and hurtling down the track, in approximately the right direction. It all happened so quickly, no one was sure what exactly had taken place:

Well, got to try this again. Roooooooooaaaaar. Snub off a bit of speed. Stuff it down and roll it on. Hooooooooeeee!!! Right on through the turn in a blur. The only thing that stood out in the rider's mind was the G-forces he had felt. The kind of forces you usually get when you ram into a berm far too fast and far too hard.

After working on that turn for a bit longer, the rider attempted to



long as the gas was left on the front end would bite and stick and steer like it was on dry pavement with gum tires.

Bumps just did not exist as long as the gas was left on. One particularly nasty straight full of whoopers could be taken as fast as the bike would accelerate through. No more hunting for the smoothest line. Just gas it.

Just when the rider's forearms started getting a bit cramped, he realized that he was no longer thinking about the bike itself. All that initial strangeness was gone. No more alien feeling. One tends to forget about the bike completely. Your mind just sort of floats along ten feet in front of you. It's as close to being part of the machine as we have ever been.

Yes, it's that good. Yes, it helps you that much. Yes, dammit, we just got to have one. Oh well. ●

Dirt biker's fact of life #214: *Moving parts made out of metal tend to wear out.* Unfortunately, this sad law applies to expensive and critical items like pistons, rings, cylinder liners, etc., as well as to bearings and cables. Since sometime in your brilliant career you're probably going to have to hassle through a new-piston-and-bore-job, we're here to tell you what you need to know to make sure the project turns out perfectly. It's not nearly as straightforward as it first seems. Every bit of power that comes out of your motor is created right in the cylinder, so unless it and the piston assembly are performing flawlessly, you can't hope to have a scooter with maximum scootability. Agreed? Then onward!

How do you tell if your bike needs a new piston — or if it just needs rings — or if it's in peachy shape? The most obvious indication of a sickly motor is a pronounced rattle coming from inside the barrel. This is the sound of an extremely loose piston rocking and slapping sideways against the liner as it travels. This constant impact eventually will knock the piston skirt completely off and result in even more problems. Believe us, we know from experience. Some engines have a small amount of rattle which is natural, but the bike should never be allowed to get to the point of having a noticeable piston-slap. It should be looked after and repaired *before* your friends start making cute comments on the noise.

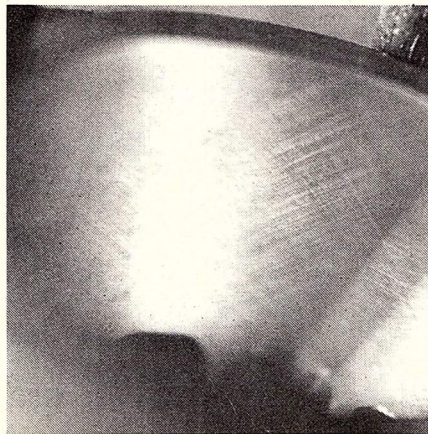
If you've got a fair number of rides on your machine, or if you've begun to notice a drop in performance, it's time to pull it apart and give the innards a good look-see. First thing to do is clean everything off so the mud on the bottom of your tank from last Fourth of July won't drip down and pay the crankshaft bearings a visit. When you are working with top ends especially, *cleanliness is important!* After removing the head and barrel, *gently* pull or tap out the pin. Using a pin-puller is best. If you don't have one, try your hardest to support the connecting rod so no side loads are applied to it. If the pin won't budge with light tapping, it's imperative to rent, borrow or fabricate your own pin-puller. See the diagram for the basics on just how to go about

THE HOLE STORY

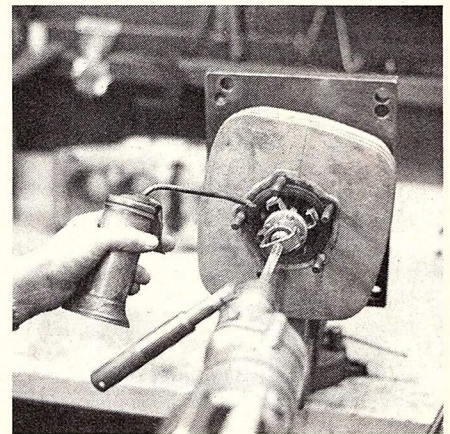
CYLINDER BORING SECRETS

by Tim Imhoff

Like almost anything, there's a right way and four wrong ways



That's what a good honing is supposed to look like. The cross-hatching is about the same whether the liner is honed or polished, but polishing gives a much smoother feel.



If you do your own honing, use plenty of solvent and just make four or five quick passes before stopping to look. Don't buzz away for 15 minutes and expect there to be any barrel left.

making one of these jewels. Slip the long bolt through the pin, put the pipe against the outside of the piston with the bolt through it, and then crank down on the nut. It actually works!

If you don't have access to ring removing pliers, take your time in taking off the rings. (Unless you're rich and you want to impress your buddies with your contempt for mere dollars.)

Now we check the rings for wear. Curl one of them up and put it into the cylinder. It'll be crooked, but that's OK. Press the piston down against the ring so that it's situated correctly, about even with the exhaust port. Grab your feeler gauges and measure the end gap, then

compare this with the allowable wear limit as given by the manual for your bike. If you can't find a manual, a good rule of thumb is to allow .003-inch of gap for every inch of cylinder bore diameter. A bike with a two-inch bore would then have .006-inch of end gap. If yours has over .005-inch per inch of bore, it's time to talk to a mechanic to get the lowdown on the needs of your particular bike.

So now how do you check the piston? Well, unless you're a pretty fair machinist and you know how to handle micrometers, it's best to take the whole schmeer to a reputable motorcycle machine shop and have *them* do the miking. The man who does the actual measur-

ing *must be experienced* in this or you'll get a misleading reading, sure as anything. If he's up to par, he'll mike the middle of the cylinder a couple of times, then he'll check the piston skirt. This requires two types of mikes, and pretty big ones at that, so Cousin Earl isn't too likely to have the right equipment to do it for you. Besides, shops usually never charge for this service.

What is good and what is bad, in the way of clearances, is very relative. Five thousandths is all right for a 400 CZ, pretty shabby for a 400 Husky, and downright disgusting for a 360 Yamaha. Engine design, piston material, manufacturing processes, etc., all vary greatly. If you have a non-standard piston, check the manufacturer's specs. Otherwise, look in the manual, or see a dealer for the upper and lower clearance limits. If your piston and/or liner is worn, there's no time like the present to invest in a bore job.

To do the complete thing to your bike, you're going to have to make some heavy purchases: piston assembly, rings, pin, pin clips, and all the necessary gaskets. You should pick up a piston pin bearing and an extra plug, too. CZ owners can substitute a Kawasaki pin bearing, they're about one third the price of a stocker.

If you get an accessory piston, make double-sure to get the proper clearance specifications. When you take the parts to the boring shop *you're* going to have to tell *him* what clearance is required. Put everything in the back of your van and warm it up. All you've got to do now is decide where to have it bored.

There are about 84 million boring bars sitting in workshops in the U.S.A. Unfortunately, there are about two dozen mechanics who do *good* boring, manning those same machines. Anybody with a thousand bucks in his checking account can go into the cylinder boring business, and he'll be able to bore cylinders with his machine, and the bikes will run when they're reassembled. And that's about it.

If the bore is not absolutely dead-on in every way, you will notice the difference when the scooter is back together. It may vibrate, seize, make noise, or maybe just not put out the horsepower it should. It looks like an easy opera-

tion, but unless done by an expert, the finished hole won't perform like it was meant to.

Here's a tip. Ask around and find out where the serious pro racers in your area have their boring done. Then *you* pay the man a visit.

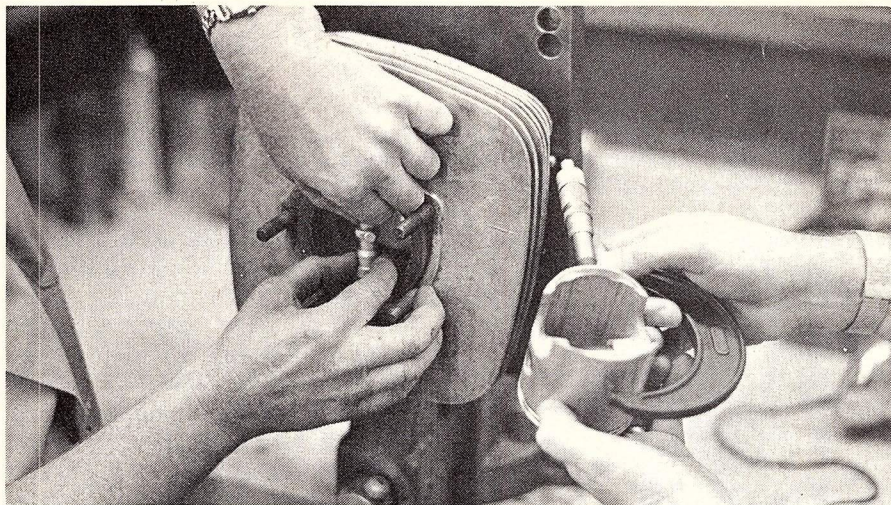
It goes without saying that you should buy the piston *first*, then have the cylinder bored to yield the proper clearance.

A *professional* boring shop should have several boring bars available. A large machine can't bore a small cylinder at all, and a small machine can't bore a large cylinder without sacrificing a whole bunch of accuracy as the small bar extends itself. It will simply flex too much. Also, the cutting tool should enter the cylinder from the *bottom first*. Few shops do this, even though it ensures that the new bore will be straight with respect to the crank. It involves mounting the barrel

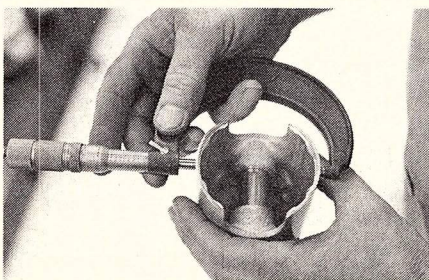
L.A. area, try Gary Bray's shop in Santa Monica. They're at 2834 Colorado Ave. Gary explained the ins and outs (har har) of the business to us while we snapped pictures of his techniques. Gary's hot tip of the week for Combat Wombat owners: Leave the intake manifold bolted on during the boring operation or you'll be sorry later. The barrel warps quite a bit when it's off.

By the way, many factory bore jobs are so poor that a first-over bore done by a good shop will often make the motor run much more smoothly and with better power, too!

So much for boring the stupid thing. Hop in your van, pick the cylinder and piston up, now that they're done, and bring them home. There's work to be done. Make sure the shop took the rough edges off the top of the liner and smoothed and radiused all the cor-



The trick to doing a good bore is in the measuring and the installation of the barrel. Gary uses a mike for the bore measure, but doesn't read it directly . . .



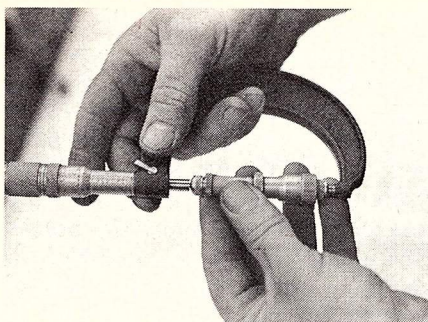
Instead he measures that with the same micrometer he used to get the piston measurements . . .

upside-down under the mounting table, but the result is very much worth the hassle.

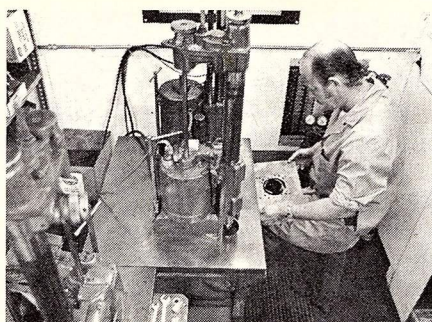
If you spend the extra time necessary to locate a shop that uses these procedures, you won't be sorry. Do a little private investigating on your own. If you're in the

ners of the ports. A sharp edge on the top of the liner is dangerous to your fingers, and sharp corners on the ports are dangerous to your piston. Also, make sure the liner has the kind of surface finish you want. Most folks favor a crosshatch design done with a honing device as the best finish, although some prefer a more polished surface which is usually done with 600 wet or dry paper. Polishing gives longer ring life, but honing in the traditional rough crosshatch is still more common. Most two-strokes don't need the gnarly automotive-type honing trip to perform. Besides, a raspy honing session takes off about half a thou of clearance — which may be too big already.

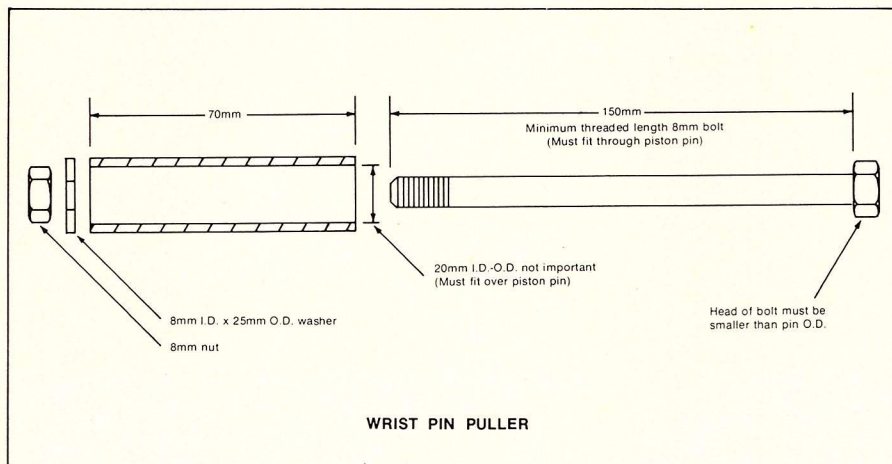
If you can't resist honing it your-



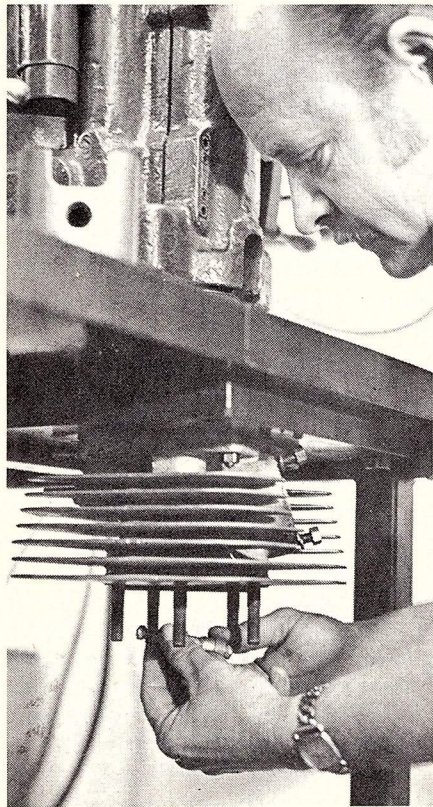
See?



The real secret is in the installation.



Here's how to construct your very own wristpin puller. Just slip it through the pin, place the tube up to the piston, add the washer and nut. Put a wrench on the nut and wind the wristpin out. The tube is not needed for reinstallation.



Mounting the cylinder upside down under the boring table results in a better alignment.

self with a rented hone in an electric drill, make no more than four or five passes before pausing to inspect what you're inflicting on the liner. Proceed slowly and move the hone constantly. Squirt in lots of solvent so the stones don't clog up.

Now everything's all set to slap it back together. If your motor didn't need a new piston, but you did decide to put in some fresh rings, there may be some scratches in the cylinder. If they're not too deep, you're probably best off leaving things alone and not even honing it. If it takes honing to get the scratches out, try to hone as little as possible. You may have to roughen up the walls with 360 paper if there is glaze present and you don't hone.

Check the ring gap like we talked about before. You can increase a tight gap by carefully filing. Even if the clearance is good, make sure to file off the sharp edges at each end of the ring where they meet.

If you're using soft non-chromed rings, the ring gap on installation will be quite small because they wear so much during break-in.

Whenever you take your piston out, check it all over, especially around the pin bosses, for minute

cracks. This should be standard operating procedure. Examine the little pins that locate the ring gap in the piston groove to make certain they haven't gotten loose or come out altogether. The clips that hold the wristpin in should be nice and tight. If you can turn them by hand after they're installed, they need replacing. Check that the hole in the top of the connecting rod is not blocked up. It supplies the pin bearing with oil. Examine the pin bearing very closely for small cracks in the cage near the ends if you don't replace it.

At last we're ready to bolt it back up. Apply some light grease to the pin bearing and slip it into the rod. If the pin was hard to get out in the first place, you can try freezing the pin and filling the piston with hot tap water just prior to assembling the two. Take it easy installing the rings, and clean the bottom of the barrel immaculately. Any bits of crud on the base can result in a bad crankcase seal, especially on Japanese bikes that use a more flexible barrel casting design.

Before installing the barrel, spray the whole works with WD-40 or CRC light oil. Saturating everything in 30-weight is fine for Buicks, but not for Bultacos.

After about 20 minutes of run-in, some sharpies check the compression with a gauge. Later, when the readings drop roughly 15 percent, they know it's time for new rings. Tricky, no? As for run-in, just use common sense. No chugging up hills, and no flat-out, high-rpm blasts.

Since your crispy-new top end is working so efficiently now, it's more than likely putting a greater strain on the bottom part of your motor. Remember that performance for *any* two-stroker is super-dependent on the crankcase seal. This is why most fellers replace both crank seals whenever they do a top-end rebuild. Crank bearings, clutches, transmissions, etc., all seem to last longer than pistons, but if this is the *second* time the motor has been apart, you'd best give the whole engine a check-in over.

This brings us dirt biker's fact of life #215: *If you don't take immaculately perfect care of your air cleaner, you'll have to go through this same expensive operation in a very short time.* Dirty air cleaners

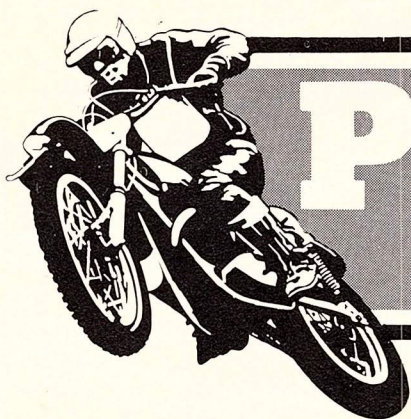
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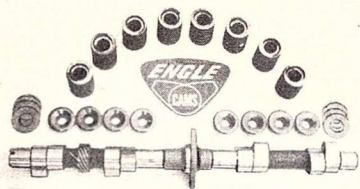


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inhale filth, and everything that goes in the carb's throat also goes through every bearing in your precious little motor, as well as into the cylinder and around the rings. Seasoned mechanics have neat stories to tell about kids who have their barrels bored and go away happy, only to show up again in a few months whining about "cheap pistons" and holding a worn-out cylinder. The life you get out of your new bore job will be *directly proportional* to the care and babying you give to the air cleaner. This is a very simple rule. Maybe too simple, that's probably why so many inexperienced riders ignore it. Don't you ignore it! *Clean the filter every time you go riding!*

You now are the owner of a motorcycle that, in all likelihood, runs better than when it was brand-new! If you feel like SUPER-MECHANIC all of a sudden, you've got good reason. The job you've just finished on your scooter is more professional than the work turned out by 80 percent of the bike mechanics around. Some factories don't even do their boring and clearancing with as much care!

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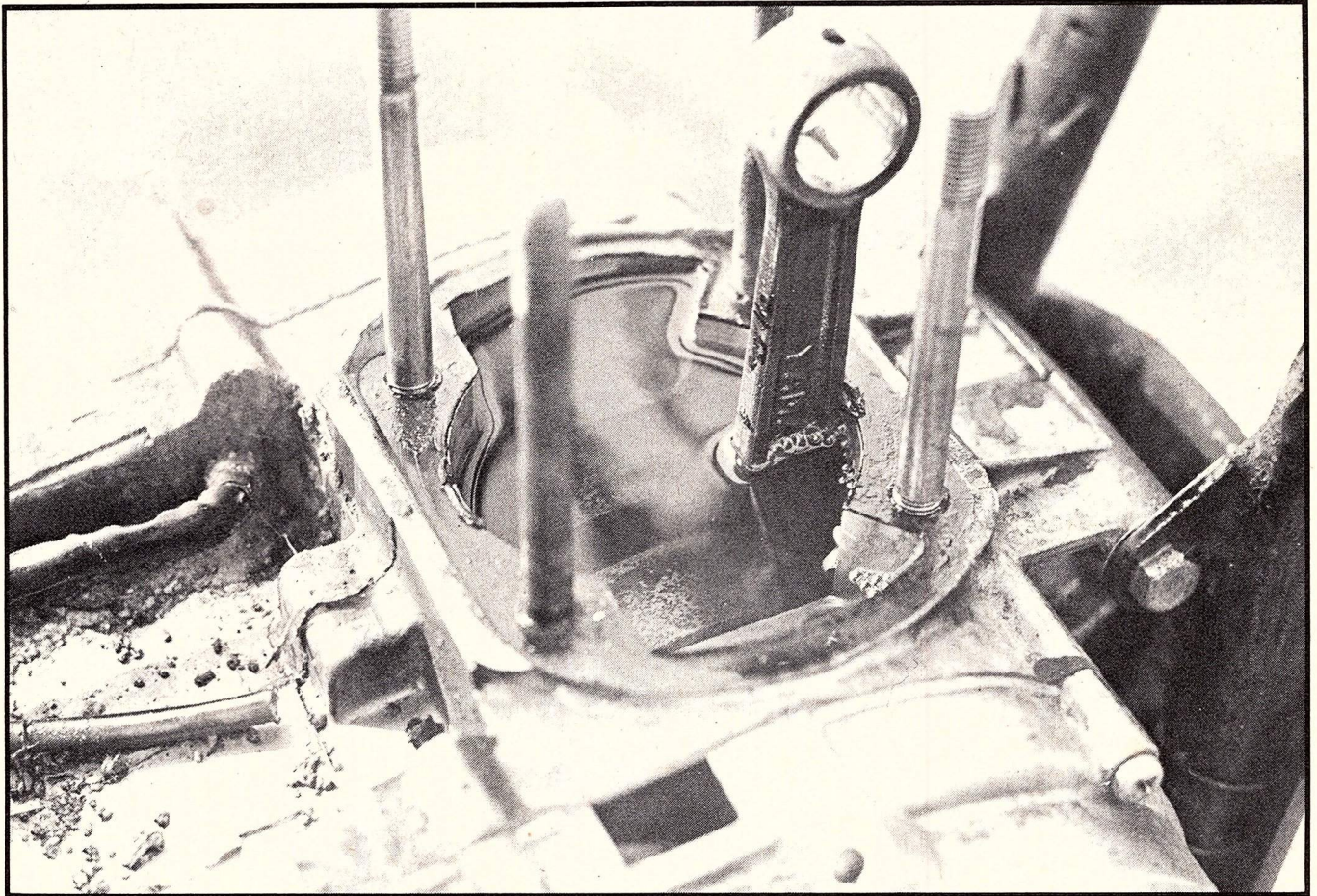
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WHEN YOU BREAK - PART TWO

BOOM! CRASH!



In addition to all the folks who helped with Part One, we'd like to thank: Val at Anaheim Family Sportcycle, Anaheim, California; Jeff at American Motocross, Buena Park, California; the always popular Cliff and Phil, Town and Country Motorcycles, Fullerton, California; Ron of Harry D. Foster Motorcycles, Lawndale, California; Mike Hannon, Bultaco Services, Silverado Canyon, California; Rick, Robert M. Law Motorcycles, Anaheim, California; John of John's Racing Cycles, Newport Beach, California; Jay, Roy's Motorcycles, Santa Ana, California; George from The Bike Shop, Orange, California; and last but not least, Ida at World Cycles, Los Angeles, California.

TINKLE!

When your lower end takes a squat

by Don Phillipson and George Wegner

The crack DIRT BIKE Research Team will go to great lengths to find TRUTH, JUSTICE and THE AMERICAN WAY. In the process of doing all this and still maintaining our svelte bodies and clean minds, we discovered that the economy has gone berserk. What with decreasing debentures, sliding stocks and such, we thought it only fitting to take another hard look at the cost of replacing parts on the one-twenty-five cc motorcycle. While we were at it, we thought about all of the mail we get from

100cc owners. Good idea to get the full skinny on them, too.

This is the second of three parts. In Part One we looked at top end components. This month we've got the price tags on the lower end. A fair warning: Don't be deceived or misled by the figures. Some parts may be more expensive initially, but these same parts might not be replaced as often as the same part for another motorcycle. Again — prices might vary from place to place (suggested retail and all that), but they should be in the ballpark.

	Bultaco 125 Pursang	Bultaco 125 Alpina	Carabela RMX 125	Carabela RMX 100	CZ 125	DKW 100 MX	DKW 125 MX	DKW 125 Enduro
Connecting Rod	\$33.60	\$33.60	\$16.25	\$16.25	\$ 76.72 ^s	\$ 44.72 ^s	\$ 44.72 ^s	\$ 44.72 ^s
Lower End Bearing	4.96	4.96	13.23	13.23	— ^s	— ^s	— ^s	— ^s
Crank Pin	6.14	6.14	8.06	8.06	— ^s	— ^s	— ^s	— ^s
Crank Assembly	99.50	99.50	66.31	66.31	151.00	88.66	88.66	88.66
Left Flywheel	43.92	43.92	19.23	19.23	45.00	27.08	27.08	27.08
Right Flywheel	44.06	44.06	19.23	19.23	45.00	28.16	28.16	28.16
Main Bearings	3.10	3.10	13.15 (2)	13.15 (2)	R 11.00 L 3.75	7.02 (2)	7.02 (2)	7.02 (2)
Crankcase Halves	Right 42.47 Left 41.60	46.32 40.52	45.15 44.00	45.15 44.00	403.00	118.19	118.19	118.19
Side Covers	19.70 ² 27.84 ³	19.70 ² 27.84 ³	14.08 16.40	14.08 16.40	22.08 51.32	20.91 23.93	20.91 23.93	20.91 23.93
First Gear	19.34	19.34	9.00	9.00	29.00	22.93	22.93	22.93
Most Expensive Gear	28.90	28.90	9.00	9.00	54.38	22.93	22.93	22.93
Least Expensive Gear	12.52	12.52	7.75	7.75	13.59	13.06	13.06	13.06
Clutch Plates	19.82 ²	19.82 ²	1.20 (5) 1.61 (4)	1.20 (5) 1.61 (4)	6.90	3.25 (5)	3.25 (5)	3.25 (5)
Primary Chain	6.80	6.80	DNA	DNA	DNA	DNA	DNA	DNA

	DKW TX 125	Harley-Davidson 125	Hodaka Dirt Squirt	Hodaka Super Rat	Hodaka Wombat	Combat Wombat	Hodaka CR 125 Elsinore	Honda TL125K1	Honda SL125K2
Connecting Rod	\$ 44.72 ^s	\$24.50 ^s	\$ 9.55	\$ 9.55	\$ 9.55	\$ 9.55	\$59.52 ^s	\$59.52 ^s	\$59.52 ^s
Lower End Bearing	— ^s	— ^s	2.75	2.75	2.75	2.75	— ^s	— ^s	— ^s
Crank Pin	— ^s	— ^s	1.25	1.25	1.25	1.25	— ^s	— ^s	— ^s
Crank Assembly	88.66	58.65	39.34	39.34	39.34	39.34	4.04	4.10	4.10
Left Flywheel	27.08	15.75	13.55	13.55	13.55	13.55	N/A	84.27	44.65 44.65
Right Flywheel	28.16	15.75	13.20	13.20	13.20	13.20	29.71 21.10	29.71 21.10	21.10 15.29
Main Bearings	7.02 (2)	8.65 (2)	2.60 (2)	2.60 (2)	2.60 (2)	2.60 (2)	9.76	7.08	7.08

Crankcase Halves	118.19	84.30	41.78	41.78	41.78	41.78	19.56'	14.28	14.28
Side Covers	20.91 23.93	13.10 16.55	10.35 11.72	10.35 11.72	10.35 11.72	10.35 11.72	4.48	3.84	3.84
First Gear	22.93	14.60	5.33	5.33	5.33	5.33	2.44	1.16	1.16
Most Expensive Gear	22.93	14.60	5.33	5.33	5.33	5.33	19.56	19.56	14.28
Least Expensive Gear	13.06	10.15	3.20	3.20	3.20	3.20	4.48	4.48	3.84
Clutch Plates	3.25 (5)	1.15 (3) 2.45 (4)	.54 1.32	.54 1.32	.54 1.32	.54 1.32	2.44 (6)	2.44 (6)	1.16 (5)
Primary Chain	DNA	DNA	DNA	DNA	DNA	DNA	DNA	DNA	DNA

	Honda MT 125	Honda XL 100	Husky 125	Kawasaki 100 G5	Kawasaki (73) 125 F6	Monark 125 Expert MX	Monark 125 Pro MX GS	Monark 125 ISDT Replica	Montesa 125 MX
Connecting Rod	\$51.80 ⁶	\$56.20	\$38.00 ⁵	\$14.00 ⁵	\$15.18 ⁵	\$29.80 ⁵	\$29.80 ⁵	\$29.80 ⁵	\$23.25
Lower End Bearing	— ⁶	— ⁶	— ⁵	— ⁵	— ⁵	— ⁵	— ⁵	— ⁵	9.50
Crank Pin	— ⁶	— ⁶	— ⁵	— ⁵	— ⁵	— ⁵	— ⁵	— ⁵	4.25
Crank Assembly	4.10	4.52	74.70	46.20	59.80	68.18	68.18	68.18	69.40
Left Flywheel	89.91	30.96	N/A ²	24.50	34.44	— ⁸	— ⁸	— ⁸	34.00
Right Flywheel	29.71 21.10	21.10 15.29	N/A ²	N/A	N/A	— ⁸	— ⁸	— ⁸	30.00
Main Bearings	8.14	7.08	8.20	1.90 (2)	1.90 (2)	12.48 (2)	12.48 (2)	12.48 (2)	6.88 (2)
Crankcase Halves	5.68	14.24	both 122.00	R 23.10 L 25.62	30.80 30.80	91.78	91.78	91.78	100.00
Side Covers	4.06	3.84	mag clutch 12.60 sprocket 13.86	L 10.12 R 18.00	L 24.50 R 7.00	16.24	16.24	16.24	21.00 23.75
First Gear	2.44	1.16	19.43	6.00	7.50	17.62	17.62	17.62	13.25
Most Expensive Gear	N/A	7.08	12.60	N/A	N/A	17.62	17.62	17.62	13.25
Least Expensive Gear	4.06	3.84	25.20	N/A	N/A	7.66	7.66	7.66	13.25
Clutch Plates	2.44 (5)	1.16 (5)	steel 3.10 fric. 3.95	1.24 (4)	1.24 (4)	2.60° 1.20°	2.60° 1.20°	2.60° 1.20°	6.35
Primary Chain	DNA	DNA	DNA	DNA	DNA	DNA	DNA	DNA	DNA

Connecting Rod	Montesa 125 Trials	Penton 100	Penton 125	Puch 125 MX	Puch 125 Enduro	Rickman MX 125	Rickman 125 Enduro	Suzuki TS 100	Suzuki TC 100
	\$23.25	\$32.72 ⁵	\$32.72 ⁵	\$32.44 ⁵	\$32.44 ⁵	\$44.66 ⁵	\$44.66 ⁵	\$7.36	\$7.36
Lower End Bearing	9.50	— ⁵	— ⁵	— ⁵	— ⁵	— ⁵	— ⁵	2.04	2.04
Crank Pin	4.25	— ⁵	— ⁵	— ⁵	— ⁵	— ⁵	— ⁵	2.24	2.24
Crank Assembly	69.40	91.00	91.00	82.52	82.52	175.42	175.42	44.16	44.16
Left Flywheel	34.00	N/A	N/A	N/A	N/A	N/A	N/A	13.40	13.40
Right Flywheel	30.00	N/A	N/A	N/A	N/A	N/A	N/A	12.44	12.44
Main Bearings	6.88 (2)	9.24	9.24	5.98	5.98	7.62	7.62	3.12 (2)	3.12 (2)
Crankcase Halves	100.00	110.84"	110.84"	70.24	70.24	46.42 50.51	46.42 50.51	18.96 18.96	18.96 18.96
Side Covers	21.00 23.75	17.40 13.52	17.40 13.52	18.00	18.00	15.81 ³ 25.13 ²	15.81 ³ 25.13 ²	14.72 ³	14.72 ³
First Gear	13.25	20.29	20.29	9.76	9.76	13.18	13.18	6.36	6.36
Most Expensive Gear	13.25	20.29	20.29	9.76	9.76	13.18	13.18	7.88	7.88
Least Expensive Gear	13.25	7.39	7.39	6.28	6.28	9.62	9.62	5.56	5.56
Clutch Plates	6.35	1.21 (4) 2.75 (5)	1.21 (4) 2.75 (5)	1.84	1.84	2.28	2.28	1.26 (6)	1.26 (6)
Primary Chain	DNA	DNA	DNA	DNA	DNA	DNA	DNA	DNA	DNA

Connecting Rod	Suzuki TM 125	Suzuki TS 125	Suzuki TC 125	Yamaha DT 100	Yamaha DT 125	Yamaha MX 100	Yamaha MX 125	Zundapp 125 MX	Zundapp 125 Enduro
	\$9.28	\$9.28	\$9.28	\$11.25	\$12.25	\$10.00	\$10.00	\$74.00 ⁵	N/A ⁵
Lower End Bearing	2.04	2.04	2.04	2.50	2.75	3.00	3.00	N/A ⁵	N/A ⁵
Crank Pin	2.24	2.24	2.24	3.60	3.95	3.25	3.25	N/A ⁵	N/A ⁵
Crank Assembly	69.74	69.74	69.74	57.25 15.25 20.55	59.50 15.75 21.10	110.00	110.00	142.60	142.60
Left Flywheel	17.96	17.96	17.96	20.25	22.30	28.00	28.00	N/A	N/A
Right Flywheel	17.84	17.84	17.48	20.25	22.30	28.00	28.00	N/A	N/A

Main Bearings	4.00	4.00	L 6.88 R 4.00	3.60 4.10	4.25 4.85	3.00	3.00	9.06 (2)	9.06 (2)
Crankcase Halves	77.49	77.49	77.44 ¹²	31.20 29.75	32.60 31.05	31.00	31.00	L 53.82 R 64.86	L 53.82 R 64.86
Side Covers	21.10	20.76	16.72	15.46 17.46	16.32 18.32	21.00 20.00	21.00 20.00	Mag. Clutch 32.30 21.08	32.30 21.08
First Gear	6.96	6.36	6.96	7.25	7.25	5.60	5.60	17.92	17.92
Most Expensive Gear	7.88	7.08	6.96	7.25	7.25	12.00	12.00	17.92	17.92
Least Expensive Gear	6.48	5.04	6.48	4.10	4.10	2.00	2.00	12.70	12.70
Clutch Plates	1.86	1.86	1.80 (6)	N/A	N/A	2.00	2.00	17.40 (5) 3.86	3.86
Primary Chain	DNA	DNA	DNA	DNA	DNA	DNA	DNA	DNA	DNA

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- 1—Kit includes top end bearing
2—Clutch
3—Mag
4—Clutch assembly, actually
- 5—Includes connecting rod, lower end bearing, crank pin
6—Includes connecting rod, lower end bearing, crank pin, crank assembly, left and right flywheel
7—Includes shaft
- 8—N/A separately — included in crank assembly
9—Bonded Plates
10—Steel Plates
11—You Havta Buy Both
12—One Unit

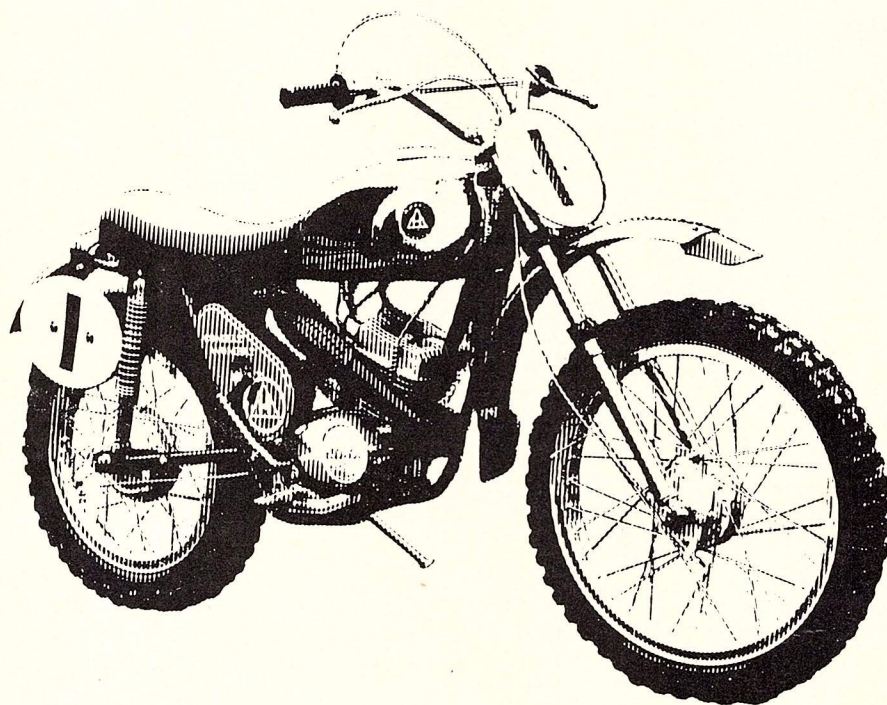


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FINE PLACE FOR A PICTURE, HUH?

You might even be wondering how the two of them got out there on one bike. Well, if anyone has the right to pose in the middle of the desert, I suppose A.C. Bakken and Mitch Mayes do. Actually, they're modeling riding jackets, jacket packs, canteen holder combinations and a Baja back-pack. The jackets "are made from 100-percent waterproof nylon, they feature ISDT-type pockets, Velcro fasteners on the sleeves, collar and pockets, large zippers and a wide fully adjustable belt." You can even toss them in the washer and the navy blue, red or royal blue won't even run.

The jacket pack comes in the same colors and should withstand the same amount of abuse.

The canteen is made of lightweight plastic and is held by nylon straps.

The bright orange back-pack also has padded shoulder straps to protect your dainty body.

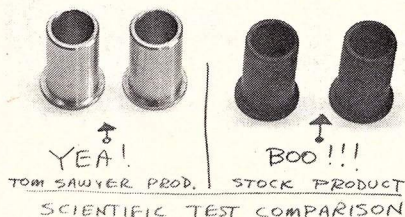
To get a hold of these items contact Malcolm Smith Distributing, P.O. Box 1086, Dept. DB, Riverside, California 92502.



JUST ONE WORD — PLASTICS

For anyone who has ever bent, broken, stapled or mutilated a gear-shift lever, Impac Industries' new product appears to be a blessing. Their gear lever is made from the same nylon as their clutch-brake assembly and is claimed to be as indestructible. On the chance that your size 16s do bend the lever, Impac is willing to replace their part for the price of the postage (such a deal).

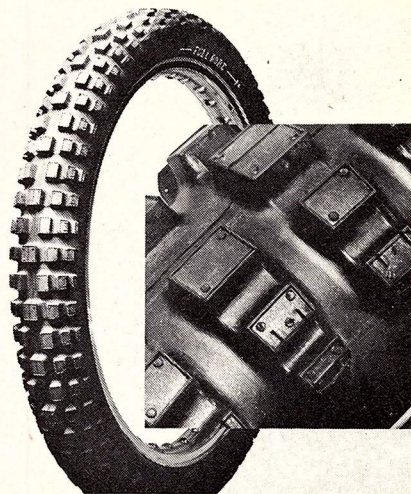
Impac promises to have a wide variety of levers available soon, but for now they have shafts to fit most Hondas, Kawasakis, Yamahas, CZs, Maicos and possibly others with 11.5mm-30 spline shift shafts. If you want one of these babes run down to the local dealer or use eight cents and write to Impac Industries, 5704 Bellaire Blvd., Dept. DB, Houston, Texas 77036.



BRASS IS BETTER

In the December issue of DIRT BIKE we had a marvelous exposé of the crummy plastic swingarm bushings that come stock in the Honda Elsinores. If you remember correctly, we not only criticized the standard bushings, but we offered a suggestion as to how to remedy this

flaw. (Yes, we do offer constructive criticism.) Well, Tom Sawyer, that notorious Honda dealer from beautiful Saugus, California, now offers the same replacement brass bushings for the 125 Elsinore as he does for the 250. Specs on the part are the same: \$11.95 per pair, plus tax; write to Tom Sawyer Honda, 26062 Bouquet Canyon Road, Dept. DB, Saugus, California 91350. So any of you riders of the little Elsinore who are having problems — and from the flood of letters we've received, there are quite a few — get ahold of Tom's kit. He'll fix you right up.



ANOTHER RUBBER ON THE MARKET or LOOK AT THOSE KNOBS

Full Bore, those clever fellows who make more sickle products than you can shake a piston at, now have a new motocross tire. It's a 2.75x21 chunk of rubber that they claim will provide "excellent grip at extreme lean angles" primarily because the tread pattern extends 136 degrees radially around the tire. Coupled with this unique pattern (who else would pick 136?), the tire features — get ready for this — molded-in siping (don't worry, I dunno what siping is either).

Specs on the tire: two-ply; made from 2100-pound test nylon cord; also available in 3.15x21, 3.50x18 and 4.20x18. Get yours at your Yankee, Ossa or Full Bore accessory dealers.



A photograph showing a crowd of people from behind, looking towards a trophy presentation. A person in a dark jacket is holding a large, ornate trophy. The scene is outdoors, with a wooden structure visible in the background.

"The Winner"

You can work just as hard to lose in motocross as you can to win.

So, if you really want to win motos, we suggest you first take the easy step of visiting your Kawasaki dealer.

Because, for the first time, Kawasaki is producing motocross bikes for all three major classes.

There's a 125 that packs a 6-speed transmission and a rotary valve engine with a superwide power band.

Then there's a 250 with a ballsy piston port powerplant and a chrome moly frame.

And then there's a super-light 450 with such a torquey engine that Cycle World said, "it was easy to find 3rd gear and race the entire Saddleback course... we were amazed."

Yet, amazing as these bikes are, there's nothing amazing about a Kawasaki winning a moto. In addition to plenty of wins all over the country, it was a Kawasaki that rode to the 1973 AMA 500cc Championship. With none other than Brad Lackey riding.

But we won't kid you about selling you Brad's bike out of the crate. Brad sets up his bike for Brad, you set up yours for you. The bike we will sell you is the result of what we learned from over a year with Brad.

And we think you'll agree we learned damned well. When you're first in line at trophy time.

Kawasaki
lets the good times roll.

What's so good about Kawasaki MX Bikes:

KX 125

Engine type	2-cycle, single cylinder, rotary disc valve
Displacement	124.8cc
Bore & stroke	56 x 50.6mm
Compression ratio	8.0
Ignition system	CDI
Transmission	6-speed
Gear ratios	1st-2.00, 2nd-1.44, 3rd-1.17, 4th-1.00, 5th-0.9, 6th-0.8
Final reduction ratio	4.14 (58/14)
Overall drive ratio	10.37
Fuel tank capacity	1.7 gallons
Wheelbase	52.8 in.
Rake/trail	59°/5.09 in.



KX 250

Engine type	2-cycle, single cylinder, piston port
Displacement	246cc
Bore & stroke	69.5 x 64.9mm
Compression ratio	7.9
Ignition system	CDI
Transmission	5-speed
Gear ratios	1st-2.33, 2nd-1.73, 3rd-1.41, 4th-1.16, 5th-1.00
Final reduction ratio	3.69 (48/13)
Overall drive ratio	9.9
Fuel tank capacity	2.4 gallons
Wheelbase	55.8 in.
Rake/trail	59°/5.6 in.



KX 450

Engine type	2-cycle, single cylinder, piston port
Displacement	441cc
Bore & stroke	86 x 76mm
Compression ratio	6.5
Ignition system	Magneto CDI
Transmission	5-speed
Gear ratios	1st-2.89, 2nd-2.00, 3rd-1.40, 4th-1.12, 5th-0.94
Final reduction ratio	2.87 (43/15)
Overall drive ratio	6.8
Fuel tank capacity	2.0 gallons
Wheelbase	55.5 in.
Rake/trail	59°/5.8 in.
Weight	215 lbs.



Kawasaki

lets the good times roll.

KX 250 limited availability.
KX 125 & KX 450 not presently available.

FIVE DAYS REPLICA?

OSSA 175 SDR

by the Staff of DIRT BIKE

One day short of being right

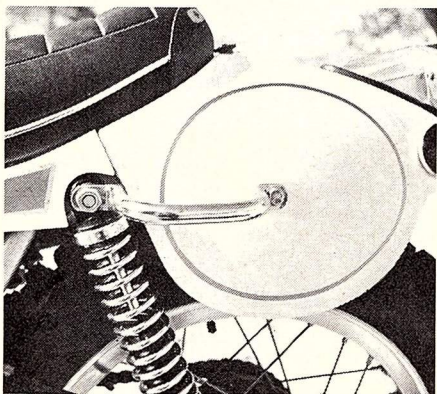
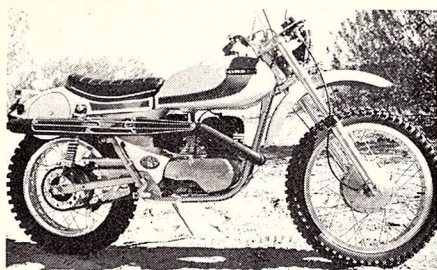


In slow, nasty going, the SDR does exactly what you want.

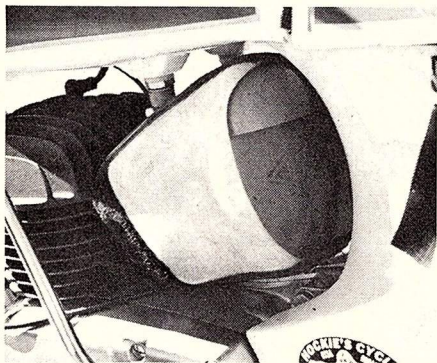
It's just about the time of year when the enduro freaks are looking at new bikes. All the new models are out. Last year's mount is shaped and running, but another season on it will sink its resale value so far that it might as well be used for a planter, instead of a trade-in. Some

savvy woods riders just trade up at the beginning of the year as a matter of course; they figure that it's the cheapest way to a reliable mount. Besides, it's nice to get a new bike every year.

Next decision is: which class? Bantamweight? Well, with a little



Grab-handle, for grabbing with your hand; on the other side you use the exhaust pipe, which is OK, with gloves and for short periods only.



The shielding around the air cleaner works a lot better than it looks.



The Immersion Test: Even after laying it over and dunking it, the Ossa started on the first kick.



Up front cornering is necessary.

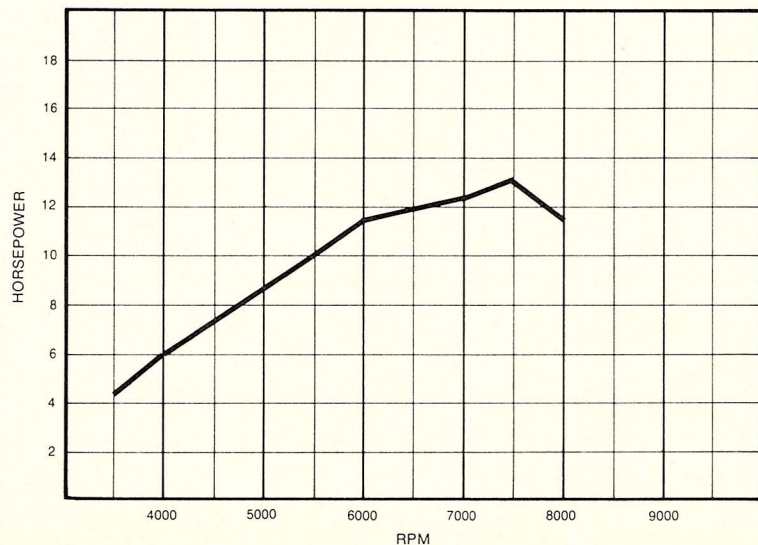
bit of foot power, they'll go up those shale hills, but you know how tired 100 miles of that will make you. How about the heavyweights, then? Not when you think about that section through the bog. Two tugs on the rear of one of those monsters is instant truss time. No thank you. The 250 class, then. That's a good compromise, except that everyone else knows it too. You can clean all the checks and still get 56th in the 250 class. That leaves the 125 screamers — and the chance to be really sneaky. Most enduros are organized so that the 125s and 175s are lumped together.

A 175. That's the hot setup. You'll have 50cc on your classmates, and that's almost twice as much displacement. Usually the 125 and 175 share the same frame, so the overall weight is the same, if not less. There's almost 250-style power with one. There you go: the ideal combination: 250 power and 125 weight. A crowded class, but 50 more centimeters on the rest.

Now, pick a bike. Surprise, there're a lot of 175s. Yamaha, Kawasaki, Suzuki, Honda, Bultaco, Ossa, Greeves (Greeves?), Penton, Puch, Can-Am. See? A lot of them.

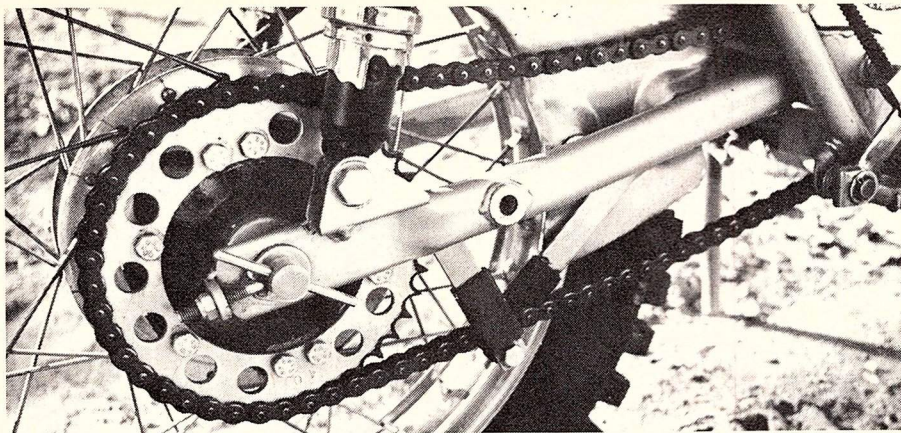
Let's say you're prejudiced against mass-production machinery. They just don't have any style. No *elan*, and all that. Notice how French words creep in when you start thinking of European machinery? So you admit a leaning toward Old World romance and other such indefinable qualities? All well and good, because now you're going to look at some Spanish machinery.

OSSA 175 SDR









Some details were superb, like the chain adjuster, the guide and the guard, and the built-in on the axle.

After all, didn't they invent handling? And if it's a woods bike you want, why not a Six Days replica? Voilà, the OSSA 175 SDR.

As soon as you saw it sitting on the showroom floor, you patted yourself on the back for thinking of it. It's just so neat. All that glass. That efficient 4.50 on the back. Details like the rubber mounted speedo and the license plate holder. Wow. So you sat on it and that skinny saddle was comfortable. You stood up on the pegs and found out that your knees almost touched. You looked again and found brush guards on the pedals, and covers on the levers. Test ride? "Sure, you can take it around the parking lot out back. Watch out for the cars, though, and the trash cans, and don't go out on the street. Our insurance doesn't cover that." Oh well, it has to work as neat as it looks. It has to.

It doesn't.

Not that it can't. It just won't when you first get it. Just like everything else in the world, it's got to be shaped.

We know. We went through the whole routine. Sort of a speeded-up, hyper-version of the regular life of the bike. From being simply stoned on how neat the OSSA looks, to being purple with frustration because of all the little disappointments; we did it all.

The first aggravation was the gas cap. Of course the tank was topped off; who'd want to stop riding that beautiful, practically sensual machine? We wanted to get the most riding done between gas stops. Naturally the cap leaked gas all over the fiberglass. Of course the wet glass acted like a magnet for any and all airborne dirt. In no time the tank was a mess. A detail. A

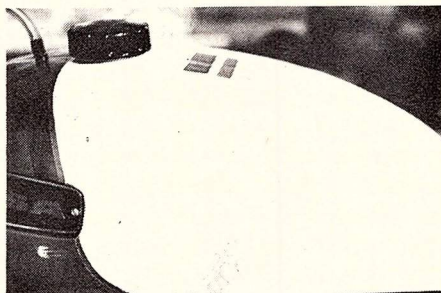
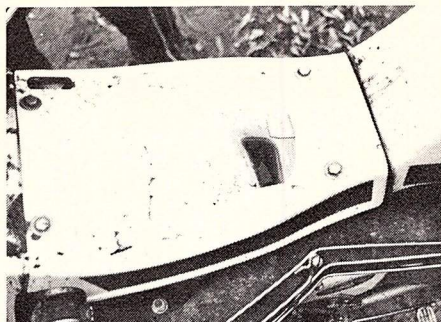
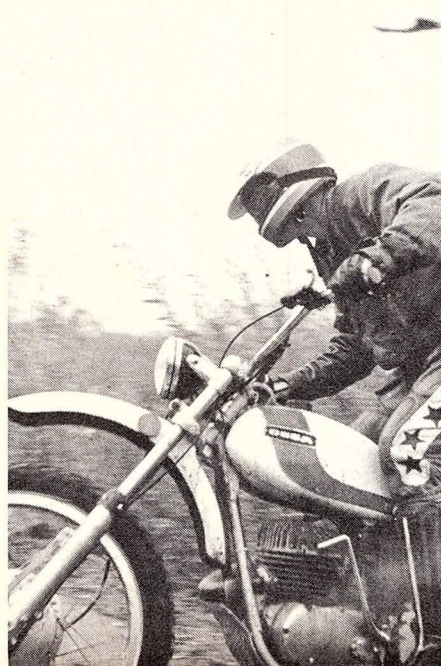


Exhibit A in the case against the OSSA gas cap.



The tool storage, however, collects water.



OSSA 175 SDR

PRICE: \$1095 approx.

ENGINE TYPE: Air-cooled, single-cylinder two-stroke

DISPLACEMENT: 175cc

BORE & STROKE: 60.9 x 60mm

COMPRESSION RATIO: 13.8:1

CARBURETION: IRZ 29mm

HP @ RPM:

(claimed) N/A

(actual) 13.2 @ 7500

CLUTCH: Five plates, wet

PRIMARY DRIVE: Chain

GEAR RATIOS:

1) 3.59:1

2) 2.44:1

3) 1.81:1

4) 1.35:1

5) 1:1

FINAL DRIVE:

11-tooth countershaft

42-tooth rear sprocket

CHAIN: 5/8-inch x 1/4-inch Joresa

AIR FILTRATION: Paper element

ELECTRICAL SYSTEM: Motoplatt

Electronic

LUBRICATION: Pre-mix, 32:1

RECOMMENDED FUEL: Premium

RECOMMENDED OIL: Full Bore

FUEL CAPACITY: 3.2 gallons

FRAME: Double downtube cradle.

mild steel

SUSPENSION:

(front) Betor forks, 7-inch travel

(rear) Betor shocks, 3.3-inch travel

WHEELS: Akront alloy, shouldered rims

TIRES: Pirelli knobbies

(front) 3.00x21

(rear) 4.00x18

(optional) 4.50x18

DIMENSIONS:

Wheelbase: 54.5 inches

Ground clearance: 9.5 inches

Seat height: 31 inches

Weight: 247 pounds

w. 1/2 tank gas

(actual) pounds

On front wheel: 45% (front wheel)

On rear wheel: 55% (rear wheel)

BRAKES: Conventional drum

INSTRUMENTS: Speedometer,

resettable odometer

LIGHTS: The usual, no turn signals

SILENCER: Yes

SPARK ARRESTOR: Yes, but not approved yet

PRIMARY KICK: No

PARTS PRICES:

(Frequently replaced items, suggested retail)

Piston: \$14.00

Rings: \$5.60 pair

Clutch cable: \$2.70

Cylinder sleeve: \$40.20

Levers: \$5.00 each

Koni shocks: \$50-\$60 approx.

quibble. But it ruins the effect of the work that went into that design when the tank's all runny and ugly with a gas/oil/dirt mix.

So wipe it off.

Now it's back to its original pristine beauty.

Except it's not.

Not really. You know it'll never be the same again. It's like getting close to her finally and finding warts. Your mental image — your ideal — has been blown. Now you've got to get used to the real.

Accepting reality isn't hard with the OSSA. You'll forgive it anything when you take your first ride. The power is super. Real chugging power. Guts. You might not actually say it to yourself, but you know that this motorcycle is going to do anything you ask it to. Mountains you used to know are now mere hills. Hills you used to avoid are going to become favorite features on your trails. Because this machine can do it. You will feel that instantly.

Once you learn how to sit on it, how to slide up the tank and push on the bars during the corners, you decide that the handling is super

too. You should have known you'd have to do that in the corners. After all, it's a Six Days Replica, made for long woods riding. It's the kind of machine that goes straight when you're not paying any attention, slips out sideways when you want to fireroad it, and winds its way around the trees with body English and bike lean. Start getting into the tight stuff and you've got to make a conscious effort to force it to turn. That's the nature of the thing.

Take it out in the whoops once, just for fun. Sure enough, it is! The SDR tracks straight while you charge. You have to admire the way it skips across the ground on the crowns of the humps. Dead straight ahead. Not much bounce. No sideways stuff.

So you find your way back to your truck. You want to tell someone about how good this bike is. And you want to wipe off the tank and admire the glass work some more.

And pretty soon, people will walk over and join you in your admiration. You discover that all these years there's been a vast silent underground of OSSA fiberglass worshippers. Very few of those

people ever bought a Stiletto or a Pioneer, but, if they had, they would've painted their helmets to match the glass.

When you leave your new friends and take your second ride, you find a different motorcycle under you.

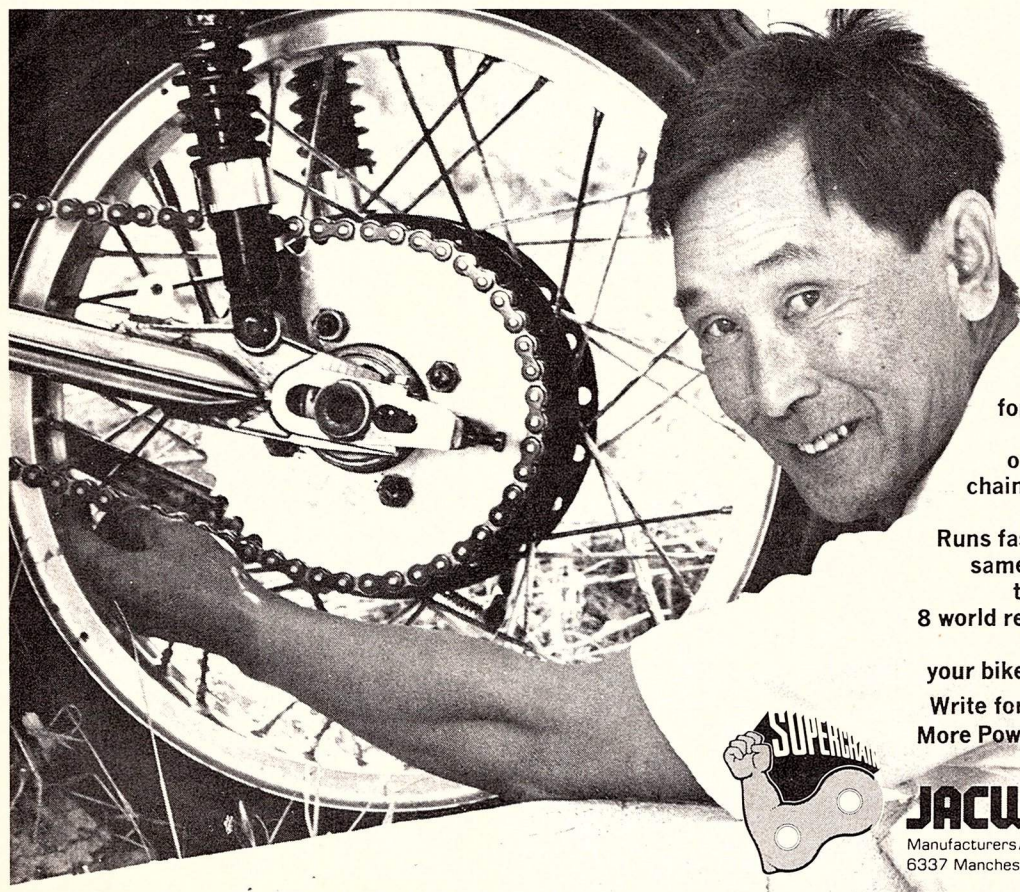
Your cycle of aggravations has just begun. You find that the forks jar your arms on sharp bumps. So you start lifting the front end for chuckholes.

Then the next hard landing — with the front end high because of the forks — gets you: a loud clunk, sudden deceleration, and a shot of adrenaline because you think you're going to go over the bars. But you won't. You'll just wonder what you did wrong. You'll keep riding. And the OSSA will go clunk, clunk, gnash, ker-LUNK!

Finally it gets to the point that the back end does its little trick every single time the rear wheel leaves the ground. Just inches will do it.

It makes you very, very tired.

And that's exactly the opposite of what the SDR is supposed to do to you.



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Face it, your brand-new OSSA has sacked-out fork springs, leaky seals and bum shocks. After one afternoon of riding.

So the shaping begins. First, either new springs for the forks or spacers at least. You know what spacers do. They make putting on or taking off the fork tube nuts a three-handed job — and at least one of those hands must belong to a gorilla. Get springs, not from OSSA either. Then you'll have a fighting chance when you want to change fork oil. Get new seals while you're at it.

Now: the back end. This banging and clanking has got to stop. Obviously, changing the pre-load on the shock springs is not going to help. But try it anyway. See? New shocks, right? Or else ride slow.

Don't do what we did. We replaced the stockers with a very trick pair of Konis that were exactly the same length as the original beauties.

It didn't solve a thing. That enormous Pirelli still came all the way up to the underside of the rear fender, smacked the glass and tried to rip out the taillight wiring. The Konis worked all right. The thunk was now damped. Instead of banging right away, there was a pause. But it still bottomed out because there just isn't enough room in there. Bummer.

What you've got to do is replace the shocks with longer ones. Or else, get a smaller rear tire. Longer shocks will make the bike higher in the rear, put more weight on the front and change the handling. The front will bite more, but you'll lose some of the OSSA's stability at speed. You won't be able to relax as much. Using a smaller rear tire sacrifices some of the traction available with the Pirelli. Another bumper because you're losing one of the qualities that made you choose the SDR to begin with.

Now you're in the kind of a mess that people get into with ecology: Cure a problem and create another one. That's why we told you it was a "cycle" of aggravations.

Do the compromise thing and buy the longer shocks. Don't overdo it; let the tire bottom when necessary. Just make up your mind that you're going to have to replace the brake light wiring more than you want to. The handling will change — like we said — but you'll



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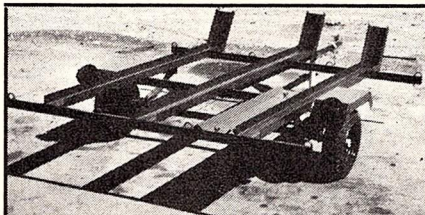
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get used to it, and at least the bike won't plow as badly in deep sand as it does in stock form.

Plow? Yes, we did neglect to mention that the first time around. It does. But only on loose stuff when you forget to make the proper arm and weight movements. It was never a really bad problem anyway since when it happened there was always plenty of time to do all the corrective procedures. Lean it over further and all that. Scraping off the speed didn't really matter. You just poke down a gear or two and torque out of the hole you made in the sand. But that shouldn't happen now that you've effectively dropped the front end a little by using the new longer shocks.

You're still not completely shaped, though, even with your new fork springs and shocks. The next problem is the brakes. It's getting to be a tiresome cliché to complain about Spanish brakes, but. . . . We recommend that you do a complete bedding-in job on your new SDR. That will get you by until you go out and buy decent shoes.

By now you're tired of hearing about the hassles, but don't abandon your SDR just yet. It's far too fine a machine to dismiss that easily. Think about the gearbox, for instance. It's another part of the motorcycle that you take for granted — because it works so well that you don't notice it. The five gears are the right distance apart, start low enough, and finish off high enough that there's always some gear that is really appropriate. It proves that some manufacturers can build a five-speed box without leaving enormous gaps in the range where the power disappears while you're selecting the next cog. The SDR is also one of the few machines we've tested that doesn't force us to make some statement about changing sprockets to put the gearing where it's useful.

On the other hand — there's always another hand with the OSSA — shifting must be positive and the clutch acts like what you expect from a Spanish enduro bike: It gets out of adjustment, drags, and then makes upshifting more difficult than necessary.

Electrics are no problem, contrary to what we've heard of and seen in Pioneers in the past. Except for one time when the junction box

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on the handlebars started smoking and then practically melted. We did the basic don't-quit-riding fix; we disconnected the wires and kept on going.

That "keep on going" quality is what the 175 SDR is all about. You've got to shape the stocker, but look at what you have when you're done: a comfortable, competitive long-distance machine in a class that's been neglected and ignored and a forest tractor that's good looking enough to be an exhibit in the Museum of Modern Art. You don't even need to trophy your class; your bike is already nicer looking than most trophies.

BITS AND PIECES

Yes, the 175 SDR uses those same old petcocks. The ones that you have to bend over and look at to make sure that they're off. They still might not be off. A gentle push through on the kickstarter is good practice when you get on your bike in the morning, just to see if the petcocks leaked.

Footpegs are the gnarly, self-cleaning variety. But they aren't spring-loaded; they fold up and they stay up.

The SDR comes with a huge chain, that stretches. At least it stopped stretching after a couple dozen miles.

Welds on the machine are runny, but they're good.

Spokes are shouldered, strong kind. The rear hub is an excellent compromise. It's strong, but cut away to lighten it. Watch those sprocket bolts though.

Case screws are not the Phillips type!

When you go to start the bike, you'll find that old OSSA calfgouger. Don't kick it over halfheartedly and you won't have any problem. The kickstarter whacks against the left footpeg, but the peg will fold out of the way to let you get a full swing. Actually, if you have to fold up the peg, you'd better do a little fine tuning. We never had a problem starting it with the half-arc swing.

There's a place on the swingarm to mount buddy pegs if you want. We'd just as soon see those holes closed up.

Cables to the front wheel pass through little chromed clamps that are supposed to stay on the fork boots. They don't.

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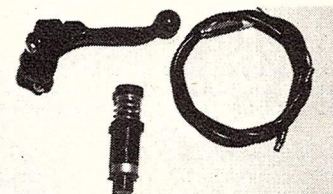
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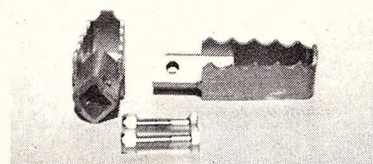
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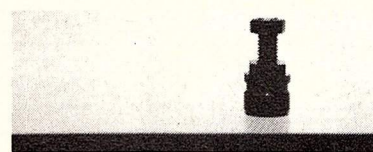
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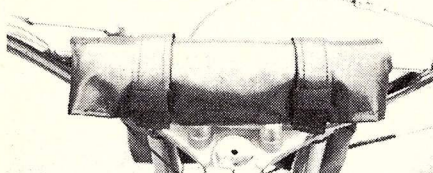
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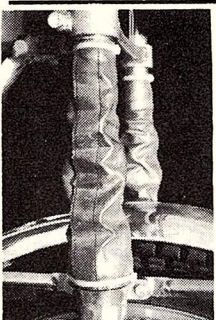


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Grab handles on an enduro bike are the best idea to come along since R. Nixon invented candor.

Safety wiring and locknuts abound; as do little tie-down gadgets for all the cables. Another score for OSSA.

The IRZ carb that you get with your 175 SDR is to motorcycles what Webers are to sports cars: a bitch to work on, but absolutely bitchen otherwise.

Heat shielding on the pipe looks funky. Isn't though. It's another OSSA part that does exactly what it's supposed to: disappears when you're riding and you never think about it again.

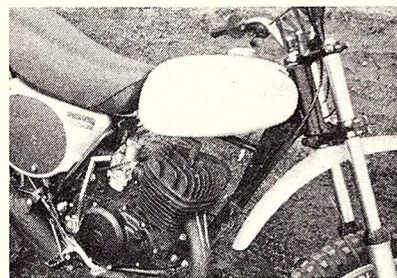
That taillight/brake light/license plate holder arrangement on the Six Days is absolutely the best we've seen on an enduro bike. You will not bruise your instep when you throw a leg over. It won't attempt to make you suffer should you do a rear fender get-off. And it won't disintegrate that wimpy license plate that the state always gives you.

SUMMARY

OK, admit that no bike is perfect. Then admit that there's a series of trade-offs and necessary changes to be made — no matter what you opt for. Initially budget bikes can be cheaper, but shaping one can be a major. Finer stuff — like the 175 SDR — gives you a lot more to work with. You get components that you would trade up to anyway. And you get some of the qualities you're aiming for — right away. With the SDR, that includes enough to give you a head start.

It's just too bad that they didn't do it all. It seems a shame that they left it up to you to finish finishing it.

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Cont'd. from page 22

cause it has more ground clearance with an upswept pipe. In the end I'd beat it around town talking to each of the dealers to find which one knows the most about his machine and can provide you with the trick goodies to keep it up front.

OLD TRICK FOR A NEW BIKE

I think I have a cure for all 250 Elsinore riders for kickback. If you depress the kickstarter till it is even with the swingarm and start your kick there it will take the bite out of it. It still requires a healthy kick, but it cures the kickback. I have started my 250 like this since I got it and it starts in just a few kicks when cold and just one when hot.

Paul Lepper

Highland, California

P.S. Congrats on Baja.

Yeah, that's an old four-stroke rider's trick. But it seems to work pretty good on the two-strokes with a small flywheel. The trick is to slowly depress the kickstarter down to where the piston is up near top dead center, then WHACK it hard. The flywheels will then build up quite a bit of inertia to help offset the thing trying to shove you over the handlebars when it fires. You gotta do it on a 500cc four-stroke single. Juz lucky, I guess, in Baja. When you got a good partner like Dick what's-his-name to help you out.

STICK TO BASICS

I currently own a Hodaka Wombat and am pleased with it, except that the rear wheel spends a lot of time in the air when traveling over lumpy terrain. I feel the shock springs are too stiff for my weight (115 pounds with 60/90 progressively wound springs). I am not worried about the Wombat because I plan on selling it, but I am planning on buying a Penton 125. It too has 60/90 springs, so I am going to change them. My question is, what size springs should I use?

Steve Camper
Columbus, Ohio

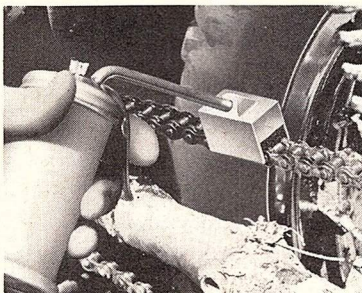
I once knew this obscure little German guy by the name of Adolf Weil, who really wasn't too small of a dude, on a fairly lightweight

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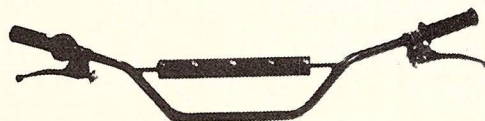
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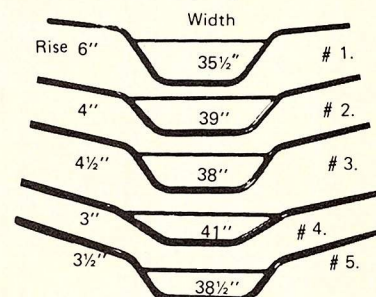
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Maico. He always stuck with 60-pound springs on the back. His statement was, the rear wheel spent more time on the ground. With your weight and the weight of the Penton, 60-pound springs sound like a pretty good number. Forget the progressive jazz.

CLEAN MACHINES LIVE LONGER

I own a 1970 Maico 400 that I keep immaculate. It's very strong and seems to handle very well, but I can't do the job on new Maicos with the two-inch longer wheelbase. Could this be my problem, or am I psyched out over the new machinery? Please answer. I am desperate!! It has D.I.D. rims, Yamaha hub, both Arnacos and Konis, Mikuni carb and Betor forks, of course, all Wheelsmith accessories, pipe included. The bike's weight is 218 pounds dry. Also, I use a 450 Eagle and 350 Cheng up front. What can I do to improve it; trailing arm? I run more rough scrambles than I do motos.

Dave Baer
Seattle, Washington

Sounds like you've got it set up pretty well. I don't think there will be that much difference in a two-inch longer swinging arm. I suggest you get out and practice as much as you can over a good tough motocross course. Then you can go out to the race with vengeance in your eyes to show the troops you can whip them on your old turkey.

LOW DOWN CONNIVER

I own a TS125 Suzuki with a Gyt-kit. Your article "Suzuki Trickery," April '73, states that the oil injection may be removed from the TM250 provided a 1/16-inch drip hole is drilled in the transfer port on the flywheel side of the cases. I can't think of any reason why this would not apply to my bike as well, but thought it would be wise to "ask the expert" just in case.

Larry Schumaker

Grand Rapids, Michigan

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Yes. Drill it. However, for obvious reasons I can't give you a guarantee on your lower end. Besides, Suzukis are guaranteed for 12,000 miles so who cares. I realize that's just 4280 laps around a 2.8-mile course.

CHECKPOINT *Cont'd. from page 10*

run back down the hill. I might make it. I could find my bike and beat the thing off with a plug wrench. I'd hide under my machine. It couldn't get me there. I actually jumped to my feet and was about to banzai the hill when it really happened.

There was a light in the sky. A sort of glowing. A circle of light that was getting bigger and coming toward me. I was stunned. First a leopard, now a flying saucer! This is more than I deserve. Oh, great; now the White Oozer is going to get me! But it wasn't any apparition out of the troubled dreams of puberty. Instead, it was an idol of my idle bike dreams. Yes, hisself, resplendent in gold and white leathers, standing on a chrome moly frame, surrounded by a shining white cloud. Around the edges of the cloud were the words, "Handling, Horsepower, and Reliability." In his right hand, raised over his head, was the most magnificent, most dazzling, most beautiful trophy I'd ever seen. Cradled in his left arm were leather bound editions of "How to Win at Racing," "The DIRT BIKE Buyer's Guide," and a CZ shop manual. Yes, it was the patron of dirt riders, the venerable St. Downfurrow. He glared at me for a moment. I snapped down my shield because of the glare.

The moustaches of the visitation twitched and a booming voice said, "Well, squid, I see you've gotten yourself completely bent out of shape."

I mumbled something about trials riding in the dark to sharpen up my reflexes.

"Modesty is a virtue best exercised by those with something to be modest about, such as myself," he pronounced. "For you, wimp, it is merely excuse-making."

I kept silent as he went on decrying the sad state of motorcycle riders lately, their lack of insight, their insistence that everything be done for them, etc. I bristled a little when he bad-mouthed my brand of motor, but I kept quiet. Finally he

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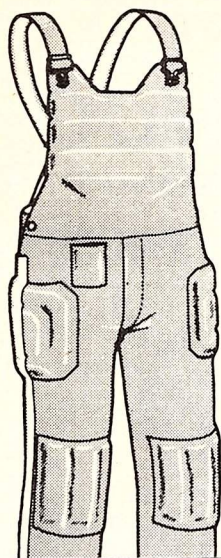


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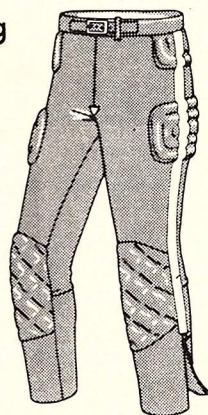
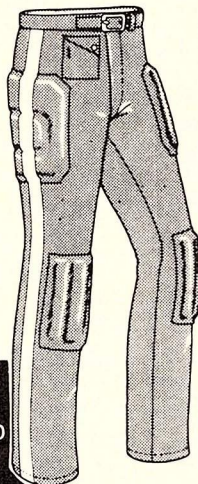
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said, "You've shown few signs of talent, but I detect the glimmerings of possibilities in you, so I will show you the path out of here."

At those words, a motorcycle appeared and he sat astride it. It shined so that it seemed to change shape. Looking at it out of the corner of one eye, it was unmistakably a 501, but the exhaust note was that of an Elsinore. I gave up trying to identify it when my bike also appeared. I prodded it to life, glad that it didn't embarrass me by refusing to start after two or three kicks.

He gave me a knowing look and said, "It needs jetting." I looked down at the scruffy tank and was deeply ashamed. All at once I could feel, as parts of my own body, the loose spokes, the worn tires, the dirty Filtron, the kinked cables.

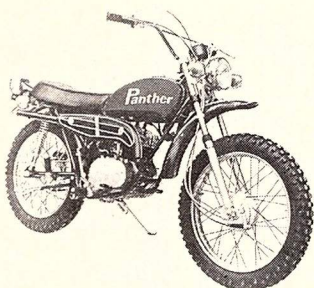
"Enough," he said, and the feelings went away. He poked his machine into gear and rode toward a cave mouth that had appeared in the side of the hill. Although all the rest of the world was dark, the path immediately before us seemed lit.

We entered the mountain with me riding directly behind. I could feel the little blasts of exhaust from his downpipe hitting my chest as I followed. It was a strange place, that cave, for as soon as we were inside, I could hear a great noise. A weeping and yelling that was both mournful and surprised.

He did a berm shot around a stalagmite and I followed more sedately. Once around the corner, the source of the wailing was evident. There were enormous numbers of people running around and yelling and screaming. As we got closer, and the light got better, I could see why.

On one side of the cave was the biggest two-stroke engine anyone had ever imagined. Attached to it were thousands of wires going to gigantic coils, and coming out of each coil were hundreds of spark plug leads. The engine was turning over slowly and erratically and those leads were whipping around all over the place. Each time that humongous piston neared top dead center, all those leads popped with a fat, blue spark, zapping all the people in that huge cave. I stalled my engine at the sight and almost fell over before I remembered to take my feet off the pegs and put them on the rocky cave floor. "What

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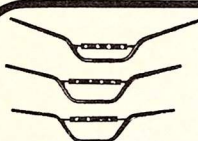
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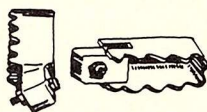
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is going on here?"

St. Downfurrow pushed his kill button — mounted on the left side, of course — and turned from his saddle to face me. "Those are the cowardly and the undecided. They knew of the kingdom of dirt bikes. They were offered rides by generous friends. Yet they could not choose. Now, they spend eternity here."

Bizarre!

We traveled on, deeper into the cave. I could tell we were going downhill because my 125 had a little too much punch, but the slope wasn't bad. We passed through a comfortable library where all the patrons had unlimited access to the issues of DIRT BIKE, past, present and future. They also had unexhaustable supplies of beer, cashews, Fritos, burritos and gut-bomb hamburgers. There appeared to be an appropriate number of female librarians, too. These, I was told, were virtuous people who lived their lives before dirt bikes were invented. They were blameless, but unable to understand the higher things.

As we went on, things got scarier. The next level we passed through had huge cement representations of many, many brands of motorcycles. Thousands of people there were being blown back and forth by terrific gusts of wind. Gale force stuff that smashed them against an enormous Stiletto, then a giant DT-1, then a cement Dalesman or DKW, and so on. My guide told me that these were the Brand Hoppers, people who switched motorcycles as soon as something broke, or as soon as someone beat them on the track. They never gave their bikes a chance, and so they deserved all this buffeting.

I followed him out of that place and through a narrow passageway until we entered another enormous room. The stench in this place was really sickening, and as we got closer, I could see the reason. Most of this level consisted of some vile stuff that I didn't recognize at first. But it was so familiar. And then it hit me. That muck, that all those people here were buried up to their necks in, was the junk that collects on the tops of your fork sliders, under the caps that go up and down the legs. It was a nauseating collection of rancid fork oil, mud, grease, sand and water. And these people

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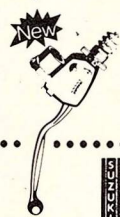
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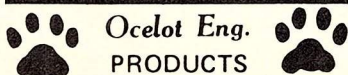


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were up to their necks in it.

Zippering up and down through the muck was this insane dude on a thing like a Snow Job or whatever-that-thing-is. He was making waves of glop that kept covering these people over their heads. In the valleys between the swells I could see thousands of rusty motorcycles.

I really wanted to know what was going on here, so I gassed it to catch up with the patron of dirt riding, and I asked him. "These are the gluttons of the bike world. They had more money than sense. They kept buying motorcycles whenever the urge hit them. But they took care of none of their purchases. Their bikes rusted and fell apart from neglect. For it is written, 'What man can ride more than one motorcycle at a time?'"

I thought guiltily about that Bul-taco at home. Yes, it was rusting rapidly. I vowed to clean it up and sell it. Or give it another enduro ride. Or something. I had no intention of winding up buried in fork goop.

As I was making those resolutions to myself we passed into another circle where the residents were forced to roll giant knobby tires into each other. There were folks being crushed by Carlisles, mashed by Metzlers and butchered by Barums. Everyone in there looked like a human waffle. It turned out that these were the hoarders and the spendthrifts. Riders who either refused to buy a new chain when their bike needed it, or those who spent fortunes on every trick item they saw.

I had to start paying attention then, because we were suddenly on the edge of the biggest downhill I'd ever seen. Downfurrow pushed off and started down, shifting up as he gained speed. I didn't have that kind of confidence, so I decided to bulldog it down. On second thought, considering the surroundings, I'll go down fast. I went. Much faster than I intended, but I wasn't about to let him out of my sight. Not and take a chance on being stuck in this place.

We arrived at the next lower level, but passed through it quickly. That was fine with me. The sight of all those people stuck in the worst looking mud I'd ever seen with motorcycles over their heads spraying them with an endless supply of hot broken parts was

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more than I wanted to look at. I found out later that these ill-tempered folks used to take their mistakes out on their bikes. Every time they crashed, they blamed the scooter, and threw rocks at it, or hosed it off at a car wash without stuffing a rag in the air cleaner inlet, or put it away with all the water still in the side cases, or worse. I decided — right then and there — never to do that again.

Suddenly we were brought up short. We were outside the door of a motorcycle dealership. The entire building glowed red hot. The sign said "Pluto's Bike Sales; Don't Come Here with No Damned Warranty Work." There was a mechanic at the door. A guy with one of those blue rent-a-shirts on. It had a name in a circle of white above his pocket. His name was "Bub." Short for "Beelzebub," he said.

"Listen, Bub, we want in there, 'cause we need a couple of B-8E's and some chain lube," said my

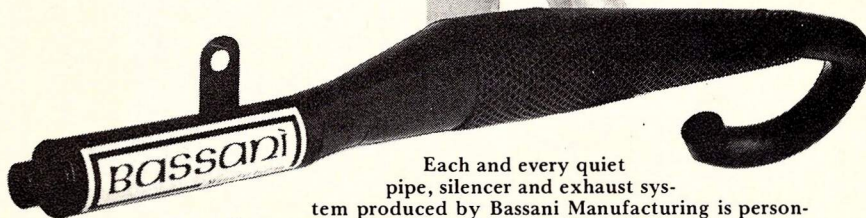
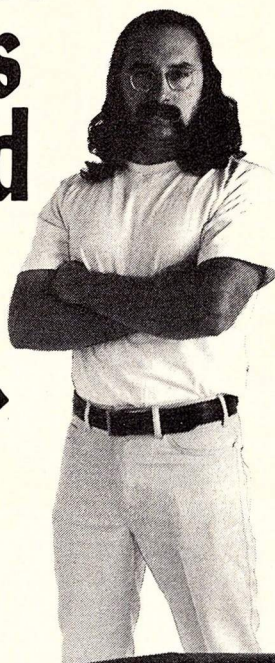
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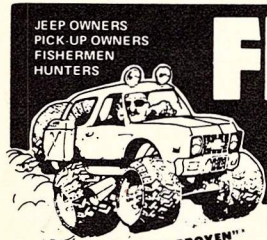
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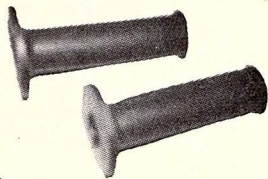
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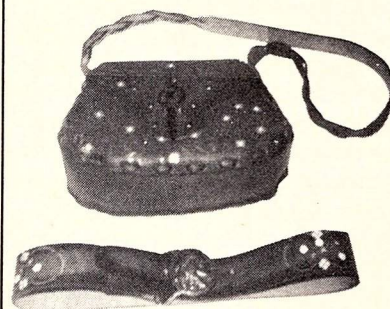
guide. "Beat it, before I melt your piston into a pile of carbonized meadow muffin," was the reply. Always anxious to please, I asked if it might not be the better part of valor to beat it.

"Nonsense," said he. "Let me summon some friendly spirits."

He recited some incantation that included a lot of initials like C.H., E.C. and J.T. A bunch of people carrying torque wrenches appeared out of nowhere, got us in the shop, rifled the shelves for our parts, and sent us on our way.

Our way included the sixth circle, wherein lie the heretics and teachers of errors, according to my mentor. The heretics were dirt riders who had gotten too muddy or scratched their knees and had gone back to the pavement. The teachers of errors included writers that used to preach such nonsense as "standing up on the pegs lowers your center of gravity" or "heavier bikes handle better" or "trails tires are the best compromise." I was glad to get out of that circle. Somehow I didn't think that even those errors deserved there being cast in melting cylinders.

Bags & Belts For Bikers

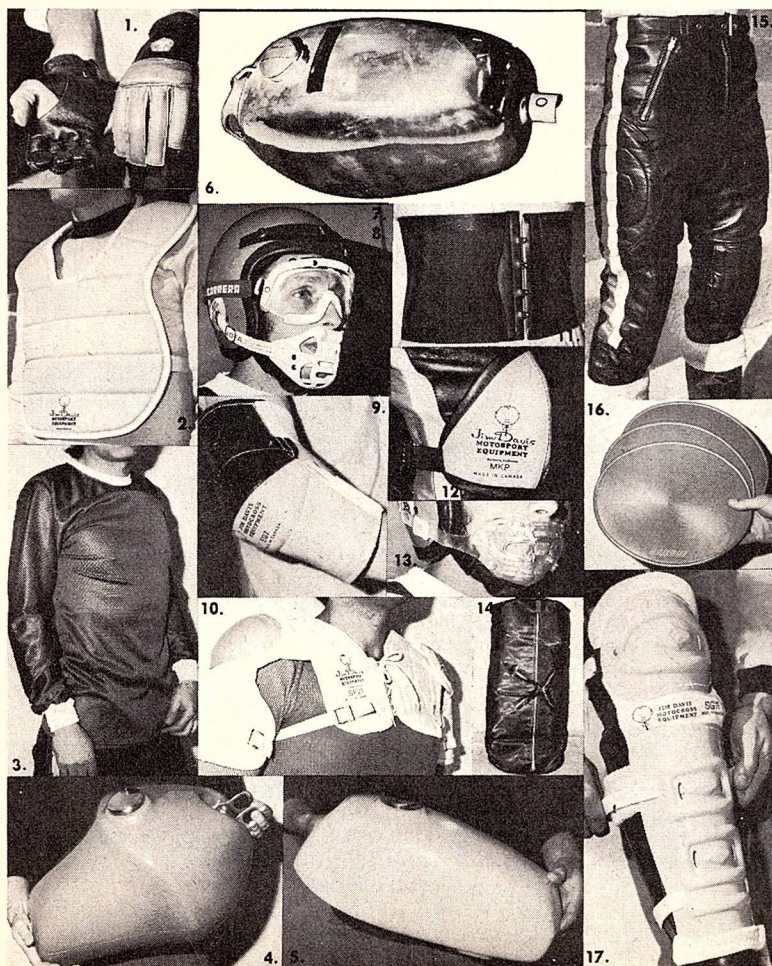


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Once we had passed that domain, my patron decreed that we should rest and refresh ourselves, because the worst was yet to come. He explained to me that I had managed to get myself so far off the right path that all this was necessary to regain the realms of light. He explained the eight-fold path to me. Only through right thinking, right meditation, etc., could I expect to attain Nevada. He then extracted two 16-ounce cans of Oly from his tool bag and gave one to me. "Gather your courage now, Easterner. Chrome moly steel yourself for what lies ahead. We must now pass through the very Abominable Sandwash."

Properly terrified, I followed him down the nastiest, rockiest downhill ever, worse than anything before. The only way I ever made it was to do everything he did. I lifted weights. I waxed my moustache. I made bad puns. I gassed it when common sense said I should have gotten off and walked.

We did it.

And entered the Seventh Circle: the Violent.

There was nothing there but the screaming of unmuffled engines, clutchless shifting, and the cries of the maimed. We were in the pit of Pit Racers. The carnage was enough to make your stomach turn. Luckily, they had only each other to hurt. For once I thought the punishment fitting and the results beneficial.

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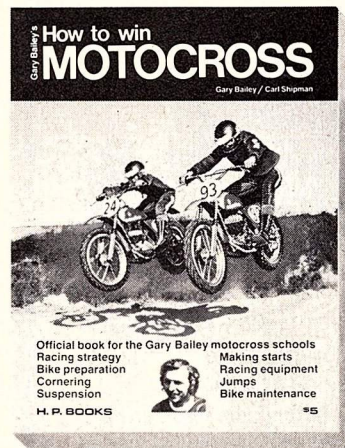
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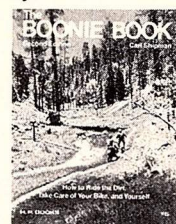
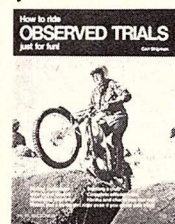
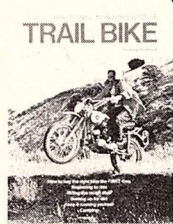
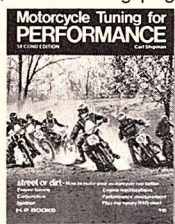
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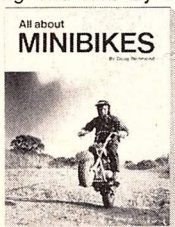
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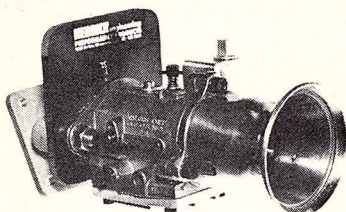
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I felt pains in my wallet as we passed through there.

Sometime during that passage there was a very tricky maneuver that was necessary. We had to cross a rocky bridge over a gully, turn and enter the ravine, proceed along it for a bit, make another turn and climb the steep walls. St. Downfurlow made it without a dab. I lost three marks.

Various adventures befell us during this time; most of them too horrible to remember, so I won't. But we made it.

We eventually got to the frozen lake bed of Cocytus. Believe me, riding that thing on knobbies was no cakewalk! All along the length of it, traitors to the cause were encased in the frigid stuff. But I had no sympathy for land-closers, rip-

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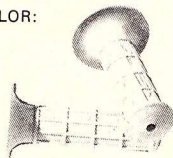
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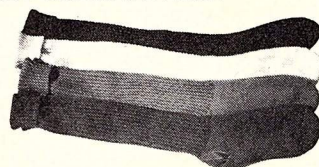
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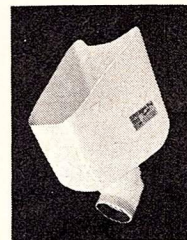


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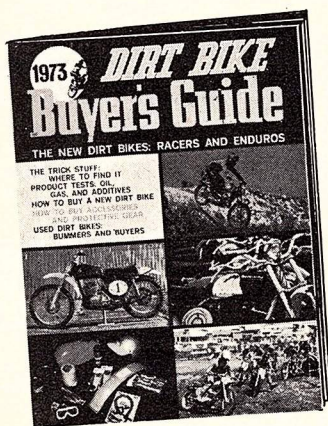
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off promoters and racetrack owners who don't provide ambulance service or enough practice time. I rode rough-knobbie-shod over them.

Relief from the misery of the journey was just past the next rocky cavern. There we started up a long stream and popped out of the woods under a full moon. I recognized the spot immediately.

"Hey. I know where I am," I shouted.

"Yes. Rejoin your fellow riders," he told me. "Someday, when you are truly worthy, I'll show you the Great Yellow DIRT BIKE Garage in the hills of Eldorado. In the meantime, go and abuse your bike no more. Clean your filter the right way. Use a fuel filter, but remember, only one works. Get a trick fork kit for under ten bucks."

Then he stomped his machine into gear, the exhaust pipe snorted, and he wheeled off into the air.

I turned back to the path I knew. He had left me so close to my friends, the car and the trailer, the six packs of Birdweiser, and all that means home to me, that I barely had enough time to make up a story about where I'd been.

FROM THE SADDLE

Cont'd. from page 8

Both are coated with oil and it appears that the oil is from a Yamaha DT1 shock. This is worse than I thought."

"Wait, what's that?" I asked, while pointing at the engine.

"Hooooeee. It appears the engine has turned into a Triumph 250 Single with three Amal carbs — none of them jetted right and all of them leaking. Ohno! CZ spokes. Urk! Two-year-old Bridgestone knobbies, front and rear. Gad! Used Girlings. Groan! AJS shift pattern. Shoot! Early Pursang fiberglass. This appears to be the worst case I have ever seen."

"Can you save Old Faithful?" I implored.

"All I can do is try. Stand back!"

With that, he opened his toolbox and whipped out two aerosol cans — in the right hand he held the LPS and in the left — a red and white can of CRC. Mumbling incantations, he approached the hovering machine and sprayed both cans at once. The bike immediately red-lined and started missing violently. Kondensor smiled.

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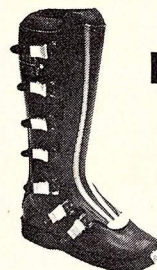
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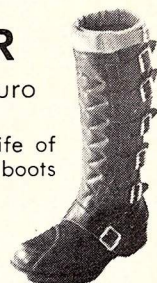
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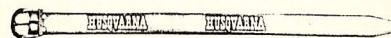
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Back into his tool kit. Out came a timing light and he swung it around his head like a bola, yelling mystical things. . . "3.7 millimeters before top dead center . . . 14 degrees . . . point gap . . . NGK . . . Champion . . . Bosch . . . retard and advance!!!"

It seemed to be working. The bike settled lower to the floor and started idling smoother; the swing-arm lengthened a bit.

He dove into his tool kit again and came out with a socket capped over each finger and a plug tool over each thumb.

Advancing on the now retreat-ing bike, he waved his metallic-tipped phalanges over the rusted and loose nuts and bolts.

"Quick," snapped Kondensor, "the Loctite! Get the Loctite out of my box." I made a running dive for the toolbox and retrieved the blue tube. "Not that one, you fool," he barked, "get the industrial grade in the red tube!" Quickly, I found it and handed it to him. A thin stream of the binding agent dribbled out over the afflicted machine — and lo! the nuts tightened and the bolts snugged up.

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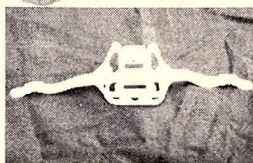
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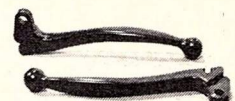
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Even the rust started to fade.

Back to the tool box went the mechanic and out came the ultimate weapon — DUCT TAPE! Yes, duct tape. He peeled off a ten-foot piece and forcefully wafted it over the machine. It settled to the floor and gave a low sigh. Unseen entities rushed past us and out of the door. The battle was over. We had won. The bike was completely back to normal. Oh, maybe I might need an upper end job, but what the hell — the evil demons were gone.

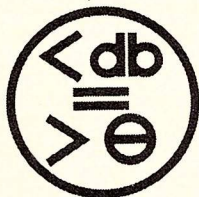
I turned to the MX Exorcist; "How can I ever thank you?"

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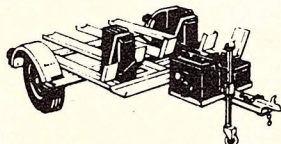
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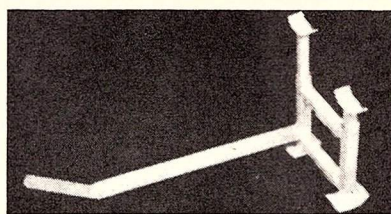


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INDEX TO ADVERTISERS

Accel	108
Allyn's Honda/Kawasaki	103
American Motorcycle Institute	97
Aragon Distributing Co., Inc.	103
Ashland Chemical Co.	21
B.O.M.P. Co.	94
Bassani	97
Bike Shop, The	107
Brockton Motorsport	99
Bultaco Services	8
CYC Distributing	91
California Design & Mfg.	90
Casler Performance Products	75
Cedar Crest Boots	107
Dick Cepek	97
Chainmate, Inc.	91
Circle Industries	104
Cole Bros.	93

Competition Accessories Ltd.	92
Competition Dynamics	16
Cooper Motors	29
Cycle House of St. Louis	28
Cycle Parts Unlimited	20
Cycle Stuff	105
Dirt Inc.	92
Dirt Rider	90, 99
Dirty Distributing	15
Discojet	14
Endura Vitamins	99
Enduro Rider	106
Engle Racing Cams	70
Finish First Products	98
Gordon's	101
Grand Prix Cycles	100
Grand Prix Graphics	18
Grand Prix Products	94
Honda of Piqua	87
Hooker Headers	9
Hot Hats	5
House of Handlebars	90
Hyland MV	98
International Motorcycle Co.	92
J & L Accessories	97
J & R Mfg. Co.	88
J.T. Racing	21
Jacwal	86
Kawasaki Motors Corp.	78, 79, 80
Kaylen Industries	98
Kendick Engineering	100
Lakewood Cycle	26
MOMS	22
Malcolm Smith Racing Products	10
McLaughlin Enterprises	96
Mitsubishi	30
Morgan Hill Welding	88
Motor Products	20
Nelson's Motorcycle Repair	88, 105
North American School of M/C Repair	6
Norgway Mfg. Inc.	104
Ocelot Engineering	96
Pabatco-Hodaka Motorcycles	76
Panther Motorcycle	94
Penton Imports	69
Power Rider	22
Preston Petty Products	19
Pro-Tech Products	102
Racer's Pit Stop	18
Rat's Hole	96
S & H Discount M/C Accessories	89
St. Louis Wire & Tie Mfg. Co.	88
Scott U.S.A.	70
Simon Says	96
Speedcenter U.S.A.	4
Steve's Bultaco	21
Suzuki Fun Center	95
T & M Engineering	102
Ted Evans Motorcycle	104
Top Gear	13
Torque Engineering	105
Torsten Hallman Racing	10
Tri-Crafts	10
Triumph Suzuki of Pamona	6
Trophy Products	11
U.S. Suzuki Motor Corporation	53, 54, 55, 56
U.S. Norstar	87
U.S. Sports/U.S. Norstar	2
Don Vesco Products	70
Bill Walters Leathers	92
Webco	106
Webster Dictionaries	100
Wheels of Man	6, 103
White's Pit Stop	19
Wiseco Piston, Inc.	106
Woodstream Hydron	17
World Sports Products	12, 102

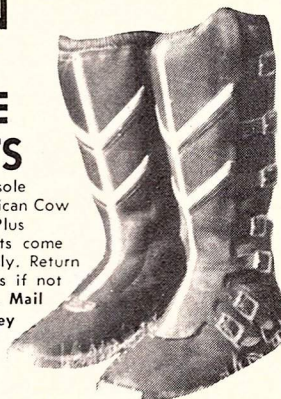
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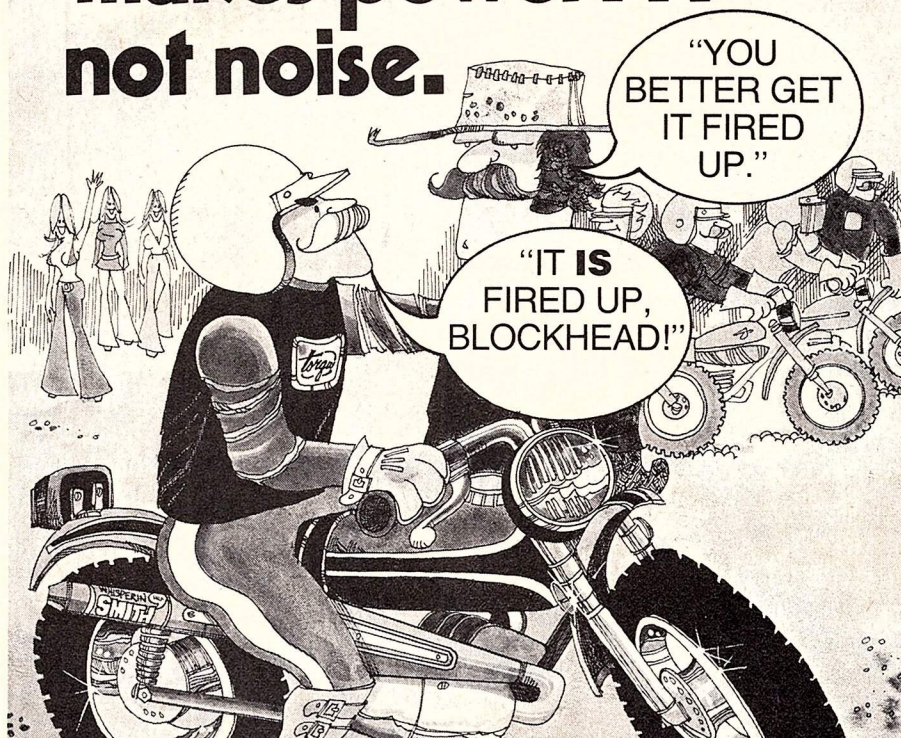
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BITS & PIECES

Cont'd. from page 19

Old eagle-eyed Raul Villanueva of Chula Vista, California, has pointed out that DB's article on putting bronze bushings into the Elsinore in the December '73 issue should have been taken one step further. It seems that the metal sleeve that fits over the swingarm bolt (and inside the swingarm) has no provision for grease to travel along it (like a spiral groove, whatever).

What to do, you ask? Well . . . put in some small grease fittings about 1/2-inch from the end of the swingarm bushings and keep them greased. Be sure the one on the left points forward or else the chain will pound it senseless. The one on the right has to point up or the little devil can't be reached without taking off the swingarm. The bronze bushings will last a bunch longer than their kid brothers.

* * *

I hope to get a firsthand look at Mississippi Valley Raceway, located 45 miles northeast of St. Louis in Otterville, Illinois. Carolyn Greeling sent me a very pleasant letter announcing some of the events scheduled for the season. The park's 620 acres include riding trails, campsites, fishing, concession stands, parts shop and gasoline. Trails are clearly marked and color-coded according to difficulty.

M.V.R. also has motocross and moto-drag tracks. Why, gosh, they even sponsor an enduro team. The enduro team puts on four events per year including the Grand Prix Hare Scrambles. MX events are held twice a month and motodrags once a month (if the creek don't rise).

Scheduled improvements will include lighting the MX course and providing water and electricity to campsites within the next six months or so.

Sounds like the kind of place to go for a mellow time.

* * *

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